

NOVEMBER SPECIAL MASSIVE 132-PAGE ISSUE

Special Issue
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**Auto
EXPRESS**

SPECIAL ISSUE

122 **BRILLIANT
NEW CARS
FOR 2016**

and beyond...



NEW MERC E-CLASS

EXCLUSIVE IMAGES

Next year's big exec
gets world-first tech



PLUS



TOYOTA TARGETS MX-5

Hot new sports car here in 2017



NEW BMW M2

Is this the real replacement for M3?

14 Oct - 10 Nov Special Issue



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8 Why Merc's new E-Class will be world's most hi-tech exec when it arrives next year

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47 32 pages of world's most exciting new models



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emissions
scandal
latest**
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12 Toyota takes wraps off new MX-5-rivalling sports car

Online this week



First drive verdict on Lexus' new M5 rival

THE Lexus GS has always been a comfortable and reliable car, but the one thing missing was a hot version to stir the senses.

However, earlier this year the Japanese firm revealed the scorching GS F. With the RC F's 5.0-litre V8 shoehorned under the bonnet, the executive express gets 467bhp.

We're driving it for the first time this week to see if having over 100 less bhp than the BMW M5 matters in the real world. Log on for our verdict.

For more visit
autoexpress.co.uk

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PSA Peugeot Citroën
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AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested using Racelogic Vbox computer timing equipment. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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Fiesta leads the sales charts with PCPs helping it stay on top



AE WE'VE devised a new in-car game in the Fowler family: can you spot a Ford Fiesta before the clock runs down? Sometimes we allow ourselves a minute, sometimes two – it rarely takes more. Fun, eh?

The Ford Fiesta is Britain's best-selling car by a country mile, so far this year selling nearly 50 per cent more than the Vauxhall Corsa in second place. It's been that way for decades, and in this issue we've been able to put a new Fiesta ST head-to-head with a 1989 XR2 – fantastic retro fun.

Meeting up with Ford of Britain boss Andy Barratt, he proudly told me that Ford sold over 71,000 cars and vans in September. I've always taken the word 'sold' with a pinch of salt given the amount of forced registrations we're hearing about at the moment, but it seems the Fiesta is genuinely a car that's easy to sell – especially on a PCP.

Ford led the way with PCPs – deferring a lump sum until the end of a set period to keep monthly payments low – and they've been a big hit. Barrett says that 1.1million Ford customers have bought with a PCP and that currently around 80 per cent of his private buyers buy that way.

That's mirrored throughout the car industry, with the Finance and Leasing Association saying that £11billion of PCP finance was arranged in the 12 months to July this year.

So what of car sales over the next 12 months? Barratt says that he thinks the market will stay strong, but might not grow. And, for now, there's no tail-off in demand for diesels (although he says there's always a deal to be done to boost sales).

As this special issue shows, there's no let-up in new cars arriving in 2016 (and beyond). The best way to keep sales up is always to build cars people want to buy!



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Automedica

Spy shot shows how new model's design is set to fall in line with the C-Class and S-Class



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1. DASHBOARD

Two high-definition digital displays replace traditional instruments and dash screen

2. HI-TECH

Tech and safety systems will be among the most advanced of any production model

3. AUTO DRIVE

Driver's hands must remain on wheel to activate new autonomous driving system



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AE THE new C-Class and S-Class bookend Mercedes' executive saloon range, with box-fresh designs and strong sales. But sandwiched in the middle is the ageing E-Class – and it's beginning to get left behind.

All that's about to change, though. Next year, Mercedes will introduce the seventh generation of its most successful model ever, as it looks to build on the 13 million sales the E-Class has already achieved globally.

At January's Detroit Motor Show the wraps will come off the company's all-new BMW 5 Series rival – the most technologically advanced model it's ever produced. It'll be a four-strong range, and first up will be the saloon – previewed by our exclusive images – which will go on sale in the summer, while an Estate will follow later in 2016. After that, a sleek two-door Coupé will arrive in 2017, before the Convertible completes the line-up towards the end of that year.

First on Mercedes' to-do list is to bring the E-Class in line with the smaller C-Class and larger S-Class, with a more homogeneous look. The boxy design and numerous joints,

folds and creases as seen on the current car will be long gone, and in their place will be the flagship S-Class's more fluid and softer panels. The new headlamps will also take on a familiar shape, and come fitted with 84 individual high-performance LEDs rather than the 24 used in the current E-Class.

There's a fresh platform, too – the same MRA architecture as is used on the S-Class. That means the next E-Class will be longer and wider than it is today, but also around 100kg lighter. We can expect the car to retain its class-leading passenger and luggage space, while new four and six-cylinder engines will be introduced.

Of course, there'll be a hybrid, and at the top of the line-up the new 4.0-litre bi-turbo V8 will be dropped into the Mercedes-AMG E 63, producing as much as 600bhp.

Our image based on detailed spy shots also shows the cabin will be dramatically overhauled. Its traditional instrument cluster and dash architecture will be replaced by two high-definition digital displays, which will give access to some of the most advanced tech and safety systems of any production car.

The new E-Class will take the next step towards autonomous driving, with the saloon

"All-new 5 Series rival will be most technologically advanced model Mercedes has ever produced"

EXCLUSIVE IMAGES

Mercedes' h

- World-first tech for striking new exec, due next year
- Will include autonomous driving and remote parking

being able to guide itself around motorway bends at speeds of up to 80mph, all while maintaining a safe distance from the car in front. An intricate web of cameras, sensors and radars allows it to do this, creating a digital image of the surroundings, surface markings and other road users. The only caveat is that the driver's hands must remain on the steering wheel, with an audible prompt in the cabin if they fail to do so.

Remote Pilot Parking will also allow owners to lock, unlock and park the car using only their smartphones, without anyone behind the wheel. The system makes it easier to access and exit the car in tight parking spaces, but for safety it works only at speeds of up to 2mph.

Further tech – Car-to-X communication – will allow the E-Class to see around corners, figuratively speaking. The system passes information and warnings between cars about upcoming dangers or road collisions, so the driver is aware of what lies ahead.

SALES HIT
E-Class is the most successful Mercedes ever, with 13 million sales in total, and new Mk7 aims to build on success of the outgoing model (below)





hi-tech E-Class shapes up



Milos Dvorak

M POWER
M2 uses an updated version of 3.0-litre six-cylinder to deliver 364bhp and 465Nm



OFFICIAL

Pumped-up BMW M2 C



Rebecca Chaplin
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AE IT was only a matter of time before BMW's M division got its hands on the 2 Series, and this is the result – the hotly anticipated M2 Coupé. Priced from £44,070, it will go on sale in April next year, with fewer than 500 models earmarked for the UK.

Two years after the car on which it's based was launched, the M2 has the Audi RS 3 firmly in its sights. With the M division's reputation for producing brilliantly balanced, agile and searingly fast rear-wheel-drive performance cars, this new M2 Coupé is set to be a worthy competitor.

It looks like a baby M4. It has similar air intakes at the front, flared wheelarches and trademark quad exhausts. The rear end is more toned and sculpted than the 2 Series' and there's a clear influence from the limited-run 1M Coupé. According to BMW, the M2 has been designed

364bhp from 3.0-litre six-cyl
Manual or automatic boxes

for aerodynamic purposes – not for style. As a consequence, BMW has managed to reduce lift by 35 per cent and drag by five per cent over a standard 2 Series. Wider sideskirts are another modification, to accommodate the car's wider tracks and larger wheels.

The M2 will use BMW's 3.0-litre straight-six turbocharged engine, which features in the M235i, but has been uprated for the new model. It produces 364bhp and 465Nm of torque, plus an additional 35Nm is available with the overboost function between 1,450 and 4,750rpm.

The gearbox, brakes, front and rear axles, crankshaft and pistons

DESIGN

BMW insists aggressive styling is for aerodynamic efficiency. Pumped up wheelarches accommodate wider track and tyres





Cabin features discreet M badges, Professional sat-nav and Bluetooth connectivity

EQUIPMENT

As well as M Dakota leather, M2 gets bodykit, plus 19-inch alloy wheels hiding M brakes



"Engineers have used aluminium to reduce weight, making M2 Coupé 35kg lighter than M235i at just 1,495kg"



Coupé targets Audi RS 3



have all been lifted from the M4, too, while there's also extra water cooler for the engine to keep temperatures stable. The M2 also features an electronically controlled limited-slip differential – to help make best use of the engine's performance – as standard.

Engineers have used aluminium to reduce weight where possible with the M2, making it 35kg lighter than the M235i, at just 1,495kg. It will be limited to 155mph and 0-62mph takes 4.5 seconds when paired with the six-speed manual – an optional seven-speed DCT automatic reduces that to 4.3 seconds.

"We've got a unique selling point, and it's something we've pushed very hard for, to offer a manual and a DCT," Steve Roberts, BMW UK's product operations manager for small cars, told us.

"We know, with our current M drivers, there's a lot who love driving with the DCT gearbox, but we know there are a lot of

people who will want this as a driver's car and will want it with a manual."

BMW's TwinScroll turbocharger has been used on the M2 to improve efficiency, but as the turbocharger has been integrated into the exhaust, this means it also performs better from a cold start. BMW claims the M2 will achieve 35.8mpg and emit 185g/km of CO₂, while the auto is slightly less efficient, claiming 33.2mpg and 199g/km.

Although the outside clearly shows the M2 is a member of the M family, there are few surprises on the inside. The M logos stitched into the seatbacks suggest the car's potent performance. Elsewhere, standard kit includes M Dakota leather, M division bodykit and brakes, BMW's Professional Navigation, Bluetooth connectivity and 19-inch alloy wheels.

When the M2 hits dealers, it will be priced £44,070 with the manual gearbox, and £46,575 with the auto M DCT box.

Toyota sports car sets sights

■ **S-FR to debut at Tokyo show**
■ **New coupé on sale by 2017**

AE Peter Lyon
TOYOTA is set to unveil a stylish new sports car at this month's Tokyo Motor Show which has its sights set on Mazda's MX-5.

The S-FR – Small Front Engine Rear Drive – concept is a two-seater which Toyota says will become its entry-level sports coupé. The S-FR will go on sale in early 2017 – and it could be sold globally, including in the UK. Pricing would be expected to start around the £13,000 mark.

The Japanese company is remaining tight-lipped on performance, but has said it will celebrate the brand's "fine heritage of lightweight, fun-to-drive sports cars", and will sit below the current GT86 and planned Supra successor in Toyota's model range.

Sources have indicated to Auto Express that the coupé will tip the scales at about 980kg thanks to a lightweight body, and be powered by a naturally aspirated 1.5-litre four-cylinder petrol engine generating around 130bhp.

Toyota has confirmed it'll get independent rear suspension and use a six-speed manual gearbox, putting it firmly into MX-5 territory. In fact, the S-FR is almost identical in size and kerbweight to the Mazda.

Sharing the stage at Tokyo will be the FCV (Fuel Cell Vehicle Plus) concept (see panel, right). It's Toyota's second attempt at a hydrogen-powered car after it launched the Mirai earlier this year.

Looking more like a spaceship than a car, the FCV Plus is a four-seat vehicle with a more compact rearrangement of the Mirai's fuel-cell stack and hydrogen tanks. It can also generate its own

■ **OFFICIAL**

"The car will sit below GT86 and be powered by 1.5-litre engine generating around 130bhp"



electricity, enabling it to be used as a portable source of power for use at home.

The final piece of the puzzle at Tokyo is the Kikai (see panel). Toyota has taken the machinery usually hidden beneath the car's body and brought it into the open, making the engine a component of the exterior.

From the centrally positioned driver's seat surrounded by four analogue gauges, the driver can see the suspension struts in motion through glassed viewports, and as Toyota puts it, get a more "instinctive sensory connection" with the vehicle.



MX-5 RIVAL
Lightweight coupé is almost same size and weight as big-selling Mazda roadster, at 980kg

Mitsubishi to debut electric SUV

MITSUBISHI is also preparing for the Tokyo Motor Show by revealing first pictures of its new eX compact SUV concept.

The eX showcases a future all-electric small SUV from the Japanese manufacturer, which will sit alongside the next-generation ASX due in 2017.

The eX concept shares a familiar look with another of Mitsubishi's concepts, the XR-PHEV – which previews the next ASX. The eX has a similar, angular front end with an X-shaped grille motif, while the high waistline and small glasshouse echo the Range Rover Evoque.

Unlike the XR-PHEV, which features a plug-in hybrid, range-extender powertrain, the eX debuts a purely electric, all-wheel-drive system. Although it's still in its early stages of

SUV STAR
New concept takes X-shaped grille from XR-PHEV, while high waistline resembles that of the Range Rover Evoque



development, a source at Mitsubishi told Auto Express the eX will make production and form part of a two-pronged attack on the small SUV market by Mitsubishi within the next five years. It's likely to arrive in 2018, following the new ASX.

RC price tag revealed

LEXUS has announced that its RC coupé will be priced from £34,995 in the UK.

Available to order now, the standard RC – which will rival the BMW 4 Series – will be offered with two powertrain options: a 2.5-litre petrol-electric hybrid in the RC 300h and a 241bhp 2.0-litre turbo in the RC 200t.

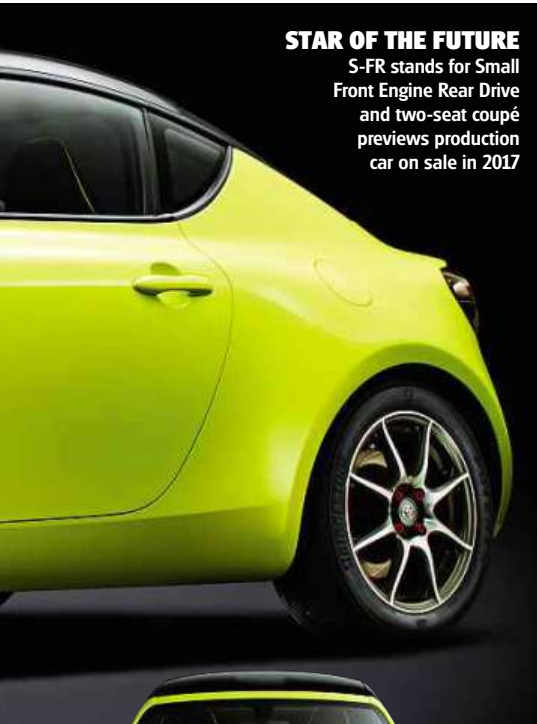
Familiar Luxury, F Sport and Premier trim levels will be offered, with standard equipment across the range including LED headlights and heated leather seats.



nts on Mazda MX-5

STAR OF THE FUTURE

S-FR stands for Small Front Engine Rear Drive and two-seat coupé previews production car on sale in 2017



Toyota's other Tokyo stars

FCV Plus

Part car and part mobile generator, the FCV Plus explores how a hydrogen fuel cell vehicle can be used as a means of transport and an energy source.



Kikai

The mechanicals and inner workings of the Kikai have become part of the exterior design. Everything from the suspension arms to the fuel tank can be seen.



news in brief



650S anniversary special unleashed

McLAREN has announced a racy new Can-Am special edition of the 650S (above), celebrating 50 years since the company's debut at the Canadian-American Challenge Cup.

Only 50 examples will be built and all will be Spider models, costing £255,850 each. Three colours are on offer, with distinctive two-tone graphics and racing decals harking back to the original racers. There's also lots of carbon detailing; on the bonnet, front spoiler, hard-top and rear airbrake.

PAGE 30: Best of British: McLaren

Vauxhall revives scrappage scheme

VAUXHALL is bringing back the scrappage scheme with its new Scrappage Allowance policy. The firm will offer £2,000 minimum part-exchange for your old car when traded in for a new one.

There's no upper age limit on the vehicle you can trade in, but you'll have to have owned the car for over 90 days. Most cars in the range are eligible for the offer – the only exclusions are the Viva, Corsa Sting, Corsa Sting R and the Adam Jam.

Tucson proves to be a crash test hit

MEANWHILE, the Viva has gone to the wall in the latest Euro NCAP crash tests – and achieved four stars, with maximum protection for child occupants in the dynamic crash test.

Star performer in the latest tests was the Hyundai Tucson (below), which achieved the full five-star rating and strong marks across the board.



Nissan concepts at the double

THE barrage of concept cars at Tokyo will continue with Nissan, as it debuts the new Teatro for Dayz and updated 2020 Vision GT.

The Teatro for Dayz is designed to appeal to the next generation of drivers who are growing up in an increasingly digital age, and focuses on connectivity and technology.

Nissan has coined the term 'share natives' to describe the type of person this car is designed for – those who constantly share experiences and stories online.

It's an all-electric concept and features lounge-style seating which allows passengers to turn and face one another, while the door trims, dash and seats have all been fitted with digital displays.

The 2020 Vision GT concept – which shows how a future GT-R could look – has been updated with a new red exterior colour and wears Nissan's new V-Motion grille.



CROWN DUO

Vision GT and Teatro for Days take centre stage on Nissan's stand at Tokyo show



VW Group recalls to start in January with 1.1m diesels affected in the UK

- **Software and hardware updates could be needed**
- **11m models affected globally; compensation may be due**



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AE VOLKSWAGEN Group cars that have the diesel emissions 'defeat device' will require both hardware and software updates, with recalls due to start in January.

Websites have been set up for the four affected brands – Audi, VW, SEAT and Skoda – so owners can see if their cars have the EA 189 engine that features the software.

Owners only need to enter their VIN number – found on the V5C document and behind the windscreen – to see if their car is caught up in the scandal. If it is, they will have to wait to be notified in writing of what the fix is.

US bosses also admitted performance may be affected by the recall work, and compensation could be due for those who'd purchased cars fitted with the system that was found to cheat emissions tests.

More than 1.1 million cars will be recalled in Britain, with half a million from Volkswagen alone. A further 10 million will need work around the world to remedy engines which are claimed to emit up to 40 times the nitrogen oxides they did in test conditions in the real world.

Matthias Müller, the new VW Group chief executive, said: "I am impatient. But in this situation, where we are dealing with four brands and many model variants, care is even more important than speed."

"In many instances, a software update will be sufficient. Some vehicles, however, will also require hardware modifications. We will keep our customers constantly informed about the measures and arrange workshop appointments. To be perfectly frank, this will not be a painless process."

The VW Group headquarters in Wolfsburg were also raided this week by German prosecutors conducting a criminal inquiry into the scandal, while Müller said financial activity would be re-evaluated ahead of the recall programme and legal battles.

And Michael Horn, the VW Group's US boss, spoke out as he appeared before the United States House Energy and Commerce committee, blaming the 'defeat device' on rogue engineers in Germany.

On Monday, Paul Willis – managing director of the Volkswagen Group, UK – Mike Hawes, chief executive of the Society of Motor Manufacturers and Traders, and Transport Secretary Patrick McLoughlin were due to face the Transport Select Committee in a one-off session



OPINION

Graham Hope
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The cars in the firing line as VW Group gets set to tighten its belt

IT'S now abundantly clear that the repercussions of this scandal will hit VW hard. New boss Matthias Müller has indicated that non-essential investments will be reined in or axed.

So what are the likely casualties? At the very top end of the group's product portfolio, the replacement for the Bugatti Veyron, the 1,500bhp Chiron, looks increasingly hard to justify. The massive expense of development, minuscule volume and sheer gaudy excess of the whole exercise will surely count against it.

The same fate could well await the second-generation Phaeton. While the luxury flagship is generally accepted as an excellent car, it is one VW simply doesn't have to make, as there is little appetite at the top end of the market for its inflated price tag.

I have fears, also, for the much mooted budget brand for China. I've repeatedly asked execs about this at recent motor shows, and continually been told a decision is 'imminent'. Apparently, VW has had trouble making the financial case for the brand watertight – and it's even less likely to be able to do so now. With doubts also lingering over the Golf R400 and the group's motorsport activities (Page 128), we'll see a very different, leaner VW in the years ahead.

"The planned replacement for the Bugatti Veyron looks increasingly hard to justify"

Order books open for C-Class Coupé

■ OFFICIAL



New Mercedes starts at £30,995 and rises to £66,910

THE all-new Mercedes C-Class Coupé is now available to order ahead of the first UK deliveries in December, and is priced from £30,955.

There's a choice of two petrol engines and two diesels, with buyers able to pick between Sport and AMG Line specs. The entry-level C 200 model features a 181bhp 2.0-litre petrol turbo and comes as standard with a six-speed manual gearbox. The more powerful C 300 produces 240bhp and comes paired with the 7G-Tronic automatic transmission.

Diesel choices comprise the C 220d and C 250d, powered by 168bhp and 202bhp 2.1-litre turbos respectively. The 9G-Tronic automatic transmission is standard on the higher-powered model, but an optional extra on the C 220d.

At the top of the range is the £61,160 Mercedes-AMG C 63 Coupé, with the more powerful S version costing £66,910.

VW sales still strong



Golf sales remain strong despite VW scandal fallout

NEW car registrations grew for the 43rd consecutive month in September, and the 'dieselgate' scandal (left) doesn't appear to have affected VW sales. The Golf and Polo were the fourth and fifth best sellers in a month when 462,517 cars were registered, according to the Society of Motor Manufacturers and Traders.

Total registrations for 2015 to date now top two million and are up seven per cent on the same period in 2014. Customer demand for diesels stayed strong, too, with a near 50:50 split with petrols.



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Official fuel consumption for the all-new Volvo XC90 in MPG (l/100km) ranges from: Urban 28.8 (9.8) – 45.6 (6.2), Extra Urban 40.4 (7.9) – 52.3 (5.4), Combined 35.3 (8.0) – 134.5 (2.1). CO₂ Emissions range from 186 – 49g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results.

Subaru to turn on style w

■ **Tokyo debut for next Impreza**
■ **First car in overhauled range**



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AE SUBARU is aiming to make a splash at the Tokyo Motor Show with a bold new vision of its next-generation Impreza.

The company will unveil a dramatic concept, previewed here in these design sketches. And the new car aims to firmly banish the current model's staid image.

It's the first part of the Japanese firm's exciting 'Prominence 2020' five-year plan, announced last year, which will see an overhaul of the entire range and a number of new models hit the market, including a new Forester taking cues from the VISIV concept (right).

These sketches suggest the new Impreza will have a much more dynamic design than at present, helping it take the fight to the class-leading Vauxhall Astra.

The front end will draw inspiration from the new Levorg, with the trademark hexagonal front grille, but the swept-back headlamp design is a departure.

These drawings show a more squat, purposeful stance, with wide wheelarches and oversized wheels giving a sporty look. The coupé-like roofline and rising waistline add to this, while the angular rear end is sleeker than before. We've yet to see the interior, but expect a far more modern and minimalist approach than that in the dated current car.

The cabin isn't the only thing that's well past its best on today's Impreza. The only engine offered here is a 112bhp naturally

"New Impreza will have much more dynamic design than at present, taking fight to class-leading Astra"

OFFICIAL

aspirated 1.6-litre that claims 44mpg and emits a whopping 147g/km of CO₂. Expect a completely fresh unit for the new car, with the possibility of a diesel option, although the company will likely persist with the Lineartronic CVT gearbox option.

This being a Subaru, four-wheel drive is likely to be an option – although front-wheel-drive variants will allow the necessary efficiency boost. We won't see the finished production model until next year, however.

STYLING

Purposeful stance and wide arches give racy look, complemented by coupé roof



Rampaging animals cost insurers £1m

HUNGRY horses, crazy cattle and daring ducks have cost the insurance industry more than £1million over the past year, according to Saga. The over-50s specialist insurer said it had dealt with more than 500 animal-related cases in 2014, with some incidents more bizarre than others.

One customer had parked up at the Dartmoor National Park in Devon before going on a hike. When he returned, he found 12 horses had taken a shine to his car and were licking off the paintwork – the subsequent repair cost £1,200.

Another case was due to a cow at a prize-winning cattle show making a run for freedom. It uprooted the post it was attached to, dragged it through the car park and inflicted £800 worth of damage. A low-flying duck caused a motorist to swerve

into a stone bridge – settled at £1,500 – while a cat under a bonnet damaged an engine, setting the insurer back £4,000.

One driver was left ruing his country drive after he slammed on the brakes to avoid a deer, only to be smashed into by another stag, landing a £2,000 bill.

Roger Ramsden, chief executive of Saga Services, commented: "It seems that just about anything can send a road trip into turmoil, and the over-50s have to have their wits about them when they're in the driver's seat.

"We understand that some things are out of our customers' control, and they can't predict when they may face low-flying ducks or wild deer darting across the road."



Wild animals were the reason for over 500 insurance claims in 2014, from licking off paint to causing drivers to swerve

with new Impreza



...And the next Forester also stars with auto driving tech

ALONGSIDE the new Impreza at Tokyo, we'll see Subaru's VISIV SUV concept. Tipped as a preview for future design direction on cars such as the next Forester, it also showcases autonomous driving tech.

The company's existing Eyesight autobraking system has been adapted on the VISIV to another level, allowing fully autonomous driving, parking and 360-degree crash avoidance. Tokyo visitors will be able to sample a driverless concept on the show floor, too.

The car's external design will make its way on to the forthcoming Forester, which won't arrive for a few years. The concept is described as having a direct-injection turbodiesel and symmetrical all-wheel drive, while a petrol-electric hybrid powertrain could make production.

High-end special takes Scooby out with a bang

WHILE the all-new Impreza concept will hog the limelight, Subaru isn't done with the existing car yet. The brand will wheel out the bizarrely named WRX S4 SporVita – essentially a luxury version of the 296bhp, four-wheel-drive hot saloon.

To give the cabin a lift, Subaru has added genuine Italian leather hide, giving a bold, two-tone look, while classier multispoke alloys also feature. The SporVita is unlikely to be sold in the UK, though.



news in brief



Brit sports car brand set for London show

ZENOS Cars has confirmed it will be attending next May's London Motor Show. The Norfolk-based company will display its E10 and E10S two-seater sports cars (above), and has hinted that it may reveal a futuristic concept or two.

Situated in Battersea Park, the London expo takes over from the British Motor Show, which was axed back in 2008. Tickets cost from £13.

Clever LED street lights on the way

INTELLIGENT LED street lighting that reacts to cars and pedestrians is being developed by Continental. The research programme would mean the LED lights would use two-thirds of the electricity a current streetlight does.

Brightness would be adjusted according to what sensors picked up, and lights could be switched off altogether when there's no movement. A 'cloud'-based network would let street lights alert drivers to vacant parking spaces, too.

Self-driving Volvos set to hit the road

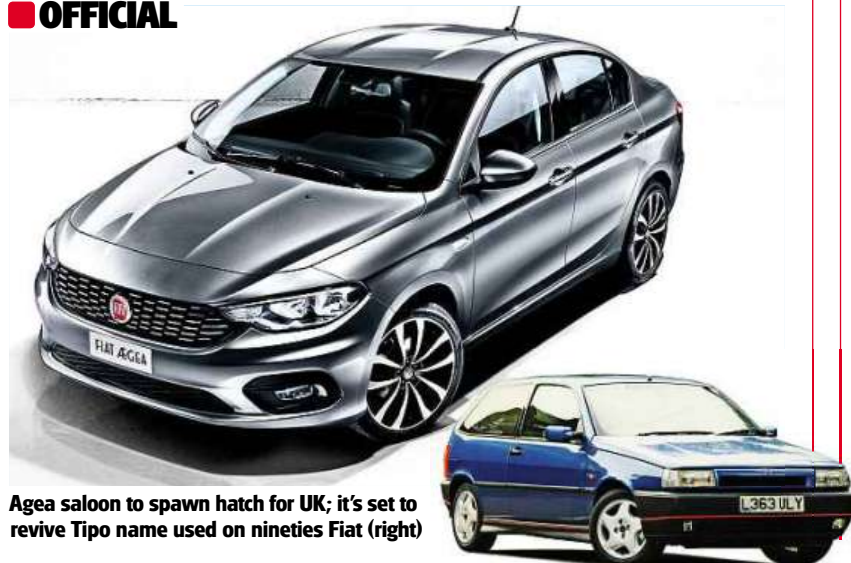
VOLVO has revealed that 100 fully autonomous XC90s will begin trials in Gothenburg, Sweden in 2017 (below). The IntelliSafe Auto Pilot tech will be put to the test, then offered to the public shortly afterwards.

The brand's also revealed the interface that'll be used for the tech. The driver will pull a pair of paddles behind the steering wheel, and the system will decide if autonomous mode is suitable. Drivers can be prompted to take control, with the car being brought to a halt if required.



Tipo returns as Fiat guns for Focus

OFFICIAL



Agea saloon to spawn hatch for UK; it's set to revive Tipo name used on nineties Fiat (right)

FIAT will turn back time next year, by reviving the Tipo name for its new Ford Focus-rivalling family hatchback.

The company revealed the Agea saloon (right) earlier this year, and while that car will be launched in Turkey, a spin-off hatch and estate will be sold in Europe, sharing the same styling but wearing the Tipo badge.

A source told Auto Express the five-door Tipo will arrive in the UK in September 2016, priced from around £15,000. It'll be available in 1.4 and 1.6-litre petrol guises, as well as 1.3 and 1.6 diesels.

It'll mark Fiat's fresh attack on the family hatch class. The brand enjoyed success with the original Tipo in the early nineties, which continued later in the decade with the stylish Bravo/Brava. The more recent Stilo and Bravo didn't repeat the success, though, and sales dwindled.

Postcode lottery over the cost of driver awareness courses

Auto Express reveals fees for driver alertness and speed awareness courses vary by up to £100 in England, Wales and Northern Ireland

TRAINING

Offending drivers in parts of England, Wales and Northern Ireland can sit course as an alternative to penalty points and fines – but fees vary

EXCLUSIVE



Martin Saarinen

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AE SPEED and driver awareness courses differ in price by as much as £100 across the nation's police forces, an Auto Express investigation has revealed.

In England, Wales and Northern Ireland, some motorists caught by the police can opt for a course as a substitute for penalty points and a fine. However, our survey revealed there's no flat rate for how much you'll pay – and where you're caught can determine how much it'll cost.

We reported in Issue 1,377 how police forces offer a range of different courses – some up to seven – and now we've found out the wide range of fees charged, too. For

instance, a driver caught in Dorset for driving without due attention can opt to take a £200 national driver alertness course as an alternative to a court hearing. Yet a careless driver caught in Essex would pay only £100 for the same single-day course. Auto Express calculated that the average driver alertness course fee was £154.

Last year, more than 1.3 million motorists opted for a course instead of the fine and penalty points – an increase of a million from only five years ago. While Essex offers the cheapest driver alertness

course, its speed awareness, What's Driving Us and Driving4Change sessions are actually the highest priced. An Essex Police spokesman told Auto Express: "We decided to standardise the pricing structure of the courses to encourage more people to take them up. Each course costs £100, which is the equivalent of the fixed penalty notice amount."

While the fees remain something of a postcode lottery, police forces do allow drivers to attend the course in another force area if requested.

"There's no flat rate for these police-run courses – and where you're caught can determine how much it'll cost"

How costs compare

Priciest driver alertness courses

Dorset	£200
Suffolk	£185
Warwickshire	£180
Sussex	£175

Cheapest driver alertness courses

Essex	£100
South Yorkshire	£120
Lancashire	£120
Avon and Somerset	£124
North West Wales	£124

Priciest speed awareness courses

Essex	£100
Humberside	£95
Nottinghamshire	£92.50

Cheapest speed awareness courses

Merseyside	£79
Greater Manchester	£79.50
Lancashire	£79.50
Warwickshire	£80
Avon and Somerset	£80



Price is right for turbo 911 range

PORSCHE has announced further pricing and performance information about the facelifted 911 range, including details on the Carrera 4, Cabriolet and Targa models.

Kicking off the newly turbocharged line-up is the rear-wheel-drive Carrera, at £76,412 – a £2,000 price increase over the outgoing model. The new four-wheel-drive Carrera 4 starts at £81,398 – which is £3,000 more than before – with its 3.0-litre flat-six turbo engine developing 365bhp and 450Nm of torque. That's enough to fire the car from 0-62mph eight-tenths faster than the previous version, in 4.1 seconds.

The more powerful Carrera 4S boosts power to 414bhp and 500Nm, completing the sprint in 3.8 seconds – seven-tenths quicker than the old naturally aspirated 3.8-litre model. That's faster still than an Aston Martin Vanquish, which is more than

OFFICIAL



Prices and info revealed for turbo 911 coupé, Targa and Cabriolet

twice the price. The top speed has also increased to 190mph from 185mph.

The new 911 Targa and Cabriolet will debut at November's LA Motor Show. They take exactly the same form as the previous cars, with the Targa featuring a fabric roof

panel that slides away electrically behind the glass canopy; the Cabriolet sticks with a fully retractable folding soft-top. The Targa 4S and Cabriolet 4S cost £99,684, with the less powerful Targa 4 and Cabriolet 4 priced at £90,240 and £90,843 respectively.

Old tyres a risk to human health

AN invisible pollutant given off by degrading tyres causes emphysema and other health problems, US scientists have discovered.

Researchers were investigating the effect of carbon black and smoking on the lungs, and found the substance is also produced when tyres wear down.

The nano particles are impossible to remove once absorbed by the lungs, and turn the inside black. They're invisible to the human eye, too, which makes them all the more dangerous.

As well as causing emphysema, carbon black can attack human DNA. Dr. James Tour from Rice University in Houston, Texas, said: "It is going to have to change. It's imperative that risk assessments be conducted."



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New Auris Hybrid

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TOYOTA



50 years in the UK

TOYOTA
HYBRID



Model shown is 2015 Auris Hybrid Design 5 door 1.8 VVT-i Auto at £21,895. Prices correct at time of going to press/print. New Auris Hybrid Range Official Fuel Consumption Figures in mpg (l/100km): Urban 72.4 (3.9) - 83.1 (3.4), Extra Urban 72.4 (3.9) - 83.1 (3.4), Combined 72.4 (3.9) - 80.7 (3.5). CO₂ Emissions 92g/km - 79g/km. The mpg and CO₂ figures quoted are sourced from official EU regulated test results. These are provided for comparability purposes and may not reflect your actual driving experience. 5 year/100,000 mile manufacturer warranty subject to terms and conditions.

■ We drive Indian-market Kwid that could come to UK as a Dacia ■ 57bhp 0.8-litre engine; room for four; £3,000 price in India

Yogendra Pratap

AE WITH over a billion inhabitants and not a lot of space, India is fast becoming a country obsessed with small cars. It's a continuing growth market, and Renault has entered the fray with the tiny Kwid – a cheap but versatile city car that could eventually come to the UK as a Dacia.

Renault invested 420 million Euros in the Kwid, with a modern platform sharing elements from the new Kadjar and Talisman. To appeal to the tastes of Indian buyers, the Kwid was designed locally, and it shows.

It's a smart-looking car that hides its budget pretensions, is just 3.68 metres long and even has 18cm of ground clearance to deal with the poor standard of roads in India. It lacks originality, but the rugged body cladding is protective, and gives it a more imposing stance.

The Kwid gets a 0.8-litre, 57bhp engine which is claimed to deliver as much as 70mpg. It's not exactly fast, but in a car of this size and weight it's perfectly adequate. It's paired with a five-speed manual gearbox, and we'll see an automatic option next year.

On the road, the chassis feels very rigid and the Kwid handles well – far better than current Indian market small cars such as the Maruti Suzuki Alto. The raised suspension is soft and handles bumps extremely well,

although we would have to wait to drive it on comparatively smooth UK roads to see if it's too soft for our tastes.

Despite the tiny frame, four adults can sit comfortably enough without too much of a squeeze. There's even a 300-litre boot squeezed in there, which is larger than that found on a Ford Fiesta. Don't expect to find any soft-touch plastics; the cabin surfaces are hard and coarse, but considering the £3,000 price it's admirable.

Base models get the bare essentials, but you can specify air-conditioning and even Renault's MediaNav touchscreen sat-nav and entertainment system. On the dash is a minimalist digital instrument bay, which sounds fancy but actually reduces the build cost. Indian market cars have no passenger airbag, so Renault has taken the opportunity to fit a handy three-in-one glovebox and storage bin. There's even an opportunity to customise the Kwid, with chrome accessories and decals.

The only question that remains is how Renault can make money on a car like this by selling it for £3,000? If you factor in the cost of labour in India, which is 10 times lower than Europe, then you can assume the Dacia-badged Kwid in Europe will start at just over £5,000. But that's still serious value, and makes the VW up! look pricey.

STYLING

Kwid has been created to cater for Indian tastes, and looks smart with rugged body cladding



■ FIRST DRIVE

£3k Renault



SPACE

Four adults can sit comfortably in the Kwid, which is impressive considering the price





t city car hits road



Video watch

AT autoexpress.co.uk/videos this week, our old vs new series continues, plus we have a guide to the fastest BMW M car ever.

Video report on the new BMW M4 GTS



A RAFT of engine, brake, suspension and aerodynamic upgrades means the extreme new M4 GTS has set the fastest lap of any BMW ever around the famous Nordschleife section of Germany's Nürburgring race track.

But this accolade comes at a price – £121,000 to be precise. Can a 3 Series-based M4 Coupé really be worth this much? Watch our video, then make your own mind up...

Classic Astra GTE vs modern Astra VXR



WE reveal all about our old vs new drag races on Page 26, and in our third video, we race a Vauxhall Astra GTE from the eighties against today's Astra VXR. With 32 years and 161bhp between them, we all know which will be faster. But what if we give the old car a head start of a second for each decade since it went on sale?

You can watch any of our videos on your phone. Simply scan this QR code.



Material quality inside is basic; digital instrument bay reduces manufacturing costs



Auto Express Verdict

RENAULT (and Dacia) should have a real hit on their hands with the Kwid. Even if it doubles in price, when it hits Europe, it'll be impressive value for money. Although this is essentially basic, small transport, there's a charm to the Kwid that you just don't expect for a car of this price. European safety standards will see the car strengthened for crash tests, too. We'll have to wait until we try it in the UK to truly deliver a judgement on its driving dynamics, but first impressions seem good.



Chris Cuthill's MG suffered a host of issues just weeks after delivery

'No faults' on new MG3 that left owner stranded

■ **CASE STUDY** Reader is perplexed as independent report fails to find faults on problematic MG3

AE Martin Saarinen

AN independent inspection is sometimes the last resort for troubled motorists to try to persuade a manufacturer to act, but they don't always quite work out.

Chris Cuthill of Newtongrange, Midlothian, decided to obtain an independent survey on his 2014 MG3 after his dealership found 'no mechanical faults' with it.

"Within the first week of ownership the suspension started to clunk and I was hearing a squeal when driving at 60mph. All of this was made even worse by the discovery of rust and cracked paint on the roof and around the windscreen," Chris said.

Dissatisfied with the condition of his new car, Chris took it to Phoenix MG in Linwood, Renfrewshire. The dealer found the squeal coming from the auxiliary belt, which was replaced under warranty. However, only three days later, Chris was stuck on the side of the road as the new belt had snapped.

"I had to call my breakdown provider for the first time in 13 years," Chris said. He felt MG hadn't delivered him a car that was up to standard, and wanted to reject the vehicle. MG, however, concluded there were no mechanical faults with the car, the rust issues had been solved by a repaint, while the clunk in the suspension was described as a "characteristic of the car" by an MG

BAD START
Corrosion and snapped belt were among MG3's problems



"Three days after auxiliary belt was replaced, Chris was stuck on side of road as new belt had snapped"

spokeswoman. Chris contacted Auto Express for help, and simultaneously proceeded with an independent inspection of his MG3. Unfortunately for Chris, the report agreed with MG's verdict – no manufacturing defects were found. Auto Express, however, made the point that while

the vehicle is fault free, it has still been a burden for Chris, and a goodwill gesture would be appropriate given his continuous use of the MG dealer network.

MG agreed, and decided to give Chris the next two services for free, on top of the £200 he was paid in compensation for the rust problems. An MG spokeswoman said: "While no faults were found with the car, we still want to do the best we can for our customers, which is why we have offered Mr Cuthill the next two services free of charge."

Chris concluded: "While not exactly what I had wished for, this does give me peace of mind when it comes to my next service."



Joe Finnerty

Demise of the tax disc has led to a worrying rise in untaxed cars on the road

AE IT'S a year since the tax disc was officially scrapped, and the latest figures suggest it's causing owners a fair few problems – while costing the Government millions.

After a 93-year stint on the nation's cars, the disc was ditched in a crusade against red tape by Government officials last October. It wasn't all plain sailing, though, as we exclusively reported in Issue 1,377 how, in the first six months since abolition, DVLA enforcement cases for untaxed vehicles had doubled.

Fast-forward to October 2015, and things haven't got a whole lot better. It's estimated around a million drivers are untaxed, and with the average car tax standing at £170 a year, that's a lot of money not finding its way to HM Treasury coffers.

It's hard to imagine that scrapping the tax disc has meant motorists are making a conscious decision not to tax their vehicles, thinking they can get away with it, though.

So what can it be blamed on? Could it be as simple as out of sight, out of mind, and without that physical disc motorists are simply forgetting to tax their cars and leaving themselves open to a £1,000 fine?

Sure, the DVLA still sends its V11 reminder forms when tax is due, but with so much else to remember – including insurance, MoT and servicing – vehicle excise duty seems to have fallen to the back of many people's minds.

How can you avoid forgetting? Why not set up a direct debit, or schedule a yearly alert on your phone? Or you could even make a DIY tax disc and stick it in your window, so there can be no excuses come renewal time.

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@AE_Consumer

"Around a million drivers are untaxed. That's a lot of money not going to Treasury"



Speeding offences have risen by an alarming amount in the past year

Concern as speeding offences on rise again

■ New figures confirm increase of 25 per cent in past 12 months

Joe Finnerty

TE SPEEDING offences have risen by more than a quarter in the past 12 months, according to Ministry of Justice (MoJ) statistics.

There were 148,426 cases in 2014 – up 28 per cent year-on-year and two per cent since 2004.

Vehicle insurance offences have also risen over the past 12 months, according to figures released by the Institute of Advanced Motorists (IAM). There were 118,254 court cases – up seven per cent on 2013. However, since 2004, these are down 84 per cent.

Sarah Sillars, IAM chief executive, said: “We can see from these figures that as the UK comes out of recession, traffic levels have risen, speeding appears to be becoming more prevalent and casualties are rising again.

“The Government and police cannot afford to take their eye off the ball and more visible policing is key to ensure people don't think they can get away with speeding.”

Court cases related to drink-driving and phone use have both fallen in the last year, while there's been a drop of vehicle registration and excise licence offences of 314 per cent in the past decade.

Sillars added: “On a positive note, the joining up of databases across agencies and the increased use of number plate recognition cameras means some motoring crimes have fallen in big numbers.”



DRIVING DOCTOR

Paul Ripley
www.drd.uk.com
@drpaulripley

■ THE use of telematics is growing at an unprecedented rate. Gone are the days where ‘driver assessment’ relied on an instructor compiling a report. It's the same for ‘online driver assessments’, which are largely worthless, as users are presented with a series of questions.

It's easy to get every answer correct and appear the perfect driver! It's folly to imagine that an ‘online’ assessment can truly offer a reasonably accurate result on actual driver behaviour behind the wheel.

With telematics, we get a realistic reflection of ‘actual’ driving attitudes, as it monitors everything a driver does. Their historic and current driving abilities, safety and behaviour can be downloaded into the data system and analysed to offer a score. But this is where the telematics value chain stops, as monitoring alone can't deliver remedies. Evaluation is no substitute for education.

Drivers who know they are being monitored are on their best behaviour to obtain a good score... it's human nature. So why do fleet managers or insurers expect drivers to improve their score without offering quality driver feedback which relates to the captured data? Do this and you can target specific weaknesses and improve driver safety beyond belief.



Inbox What do you think?

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Write to: Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

HOT TOPIC All-new MINI Clubman

FROM: jetronic63 AS an owner of the first-generation Clubman, I find the second-generation car hideous. The defining MINI characteristics have been swept away with this one. Instead of a compact, efficient and a fun car, we're left with a bloated marketing exercise.

FROM: Will86 I THINK the Clubman gets too much abuse from people who have never even owned one. I had one for seven years and it was fantastic. We even managed to fit a dishwasher in the back. I'll hold my judgement on the new one until I actually have a go in it.



IN THE CLUB

Some readers are big fans of new Clubman, but others are unconvinced

Join the debate at www.autoexpress.co.uk

■ “I saw it in the flesh at the Frankfurt Motor Show and loved it. It was my favourite ‘good surprise’ of the entire show.” **beniot9888**

■ “I think MINI may have gone a bit too far with the new Clubman. I see it as being impractical and not very user-friendly.” **tom**

■ “It shows promise. All the marketing gimmicks aside, we could be looking at a genuinely practical car.” **Ken Hayes**

Bring back Anglia badge on the new Ka

FROM: Colin Martin I LIKE the Ford Ka replacement (Issue 1,389). The idea of a more spacious and practical Ka is the right direction for Ford. With the name still up for discussion, I'd like Ford to call it after some of its earlier models, such as the Anglia or Escort, perhaps.

Time to rethink fines for driving uninsured

FROM: Gary Scales THE £300 fine for drivers caught with no insurance is too low (Issue 1,388). A better idea would be for the fine to be equivalent to the offender's insurance premium. That way they would have to pay the insurance premium one way or the other.

Two-mile roadworks will leave us in a jam

FROM: Paul Webber THE new Government plans to divide roadworks into two-mile stretches seem counter-intuitive to me (Issue 1,390). Call me old-fashioned, but I'd rather just get it all done with at once, rather than waste my time going from one two-mile jam to the next. Anyone else feel the same way?

Taxing issue over wrongly seized cars

FROM: John Treherne DALE Walker is not alone in having his vehicle towed away by police using ANPR due to errors with the DVLA's tax database (Issue, 1389). I had mine towed, too, and it appears an E-mail confirmation of the tax receipt is not enough for the police. The DVLA must address this.

Useful Contacts



THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

Legal
AA: 0906 010 1300 (p)
RAC: 0870 5533 533 (m)
Which?: 01992 822 800
Consumer Direct: 0845 404 0506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections
AA: 0800 085 3007
RAC: 0800 085 2529
Technical advice
AA: 0870 606 1619 (m)
Driving licences
DVLA: 0300 790 6801

Car registration/history
HPI: 01722 422422
AA: 0800 316 3564
DVLA: 0300 790 6802
RAC: 0800 975 5867
Traffic information
AA: 09003 401100 (p)
RAC: 09003 444999 (p)

Problems with dealers
Motor Codes: 0800 692 0825
Consumer Ombudsman: www.consumer-ombudsman.org
RMIF: 0845 839 9205 (m)
Scottish Motor Trade Association: 0131 331 5510

Problems with makers
Motor Codes: 0800 692 0825
Financial problems
Financial Ombudsman: 0800 023 4567
Safety concerns/recalls
DVSA: 0300 123 9000



spot is no longer something to fear

With Smart Park Assist a tight

All-New Hyundai Tucson

We make it possible to change the way you drive.

The Smart Park Assist on the All-New Tucson takes the stress out of parking by doing most of the hard work for you. Whether it's an awkward space on your road, or a tricky spot in a busy supermarket, its clever sensors will automatically scan, analyse and manoeuvre you into and out of the tightest of spaces in no time at all. (A round of applause for the All-New Tucson. Well, you'll need something to do with your hands). **From £18,695***. Visit hyundai.co.uk



Fuel consumption in MPG (l/100km) for All-New Tucson range: Urban 28.2 (10.0) – 52.3 (5.4), Extra Urban 43.5 (6.5) comparative purposes and may not reflect all driving results. Model shown: All-New Tucson Premium SE 2.0 CRDi 136PS Blue Drive manual. Mileage Warranty terms and exclusions apply. Visit www.hyundai.co.uk/owning or ask your local dealer.



– 67.3 (4.2), Combined 37.2 (7.6) – 61.7 (4.6), CO₂ Emissions 177 – 119g/km. These official EU test figures are to be used as a guide for at £28,930 OTR including White Sand metallic paint at £585. *On the road price of £18,695 applies to All-New Tucson S 1.6 GDi 132PS Blue Drive manual with solid paint, 5 Year Unlimited



OLD VS NEW

DRAG RACE CHALLENGE

We compare top performance legends to their modern equivalents against the clock

AE Rebecca Chaplin

THIS year has marked the release of a new Mazda MX-5 and Vauxhall Astra, while an eighth-generation Volkswagen Golf GTI is in the pipeline, too. All three cars are following in the footsteps of iconic predecessors, but the question is: can modern cars match up with their past? And, of course, any old versus new comparison wouldn't be complete without the UK's biggest-selling car – the Ford Fiesta.

To see how things have changed, we took old and new out on the road, and, to make things more scientific, we also tested them over a quarter mile to see what a difference a few decades can make.



Pete Gibson



SHARP
Giugiaro's sharp exterior design has aged well; the square instruments look dated



QUALITY
Retro checked seats are only real throwback; Mk7's interior has a high-grade feel



VS

➔ TO VIEW THE VIDEO GO TO
www.autoexpress.co.uk



Volkswagen Golf GTI Mk1 (1979) vs Mk7 (2015)

WHEN Volkswagen stuck a GTI badge on the Golf in 1975, the world fell in love. Modifications were simple: a chin spoiler was the only aerodynamic addition, with black plastic wheelarches, some black decals and the important red GTI pinstripe around the grille setting it apart.

With a kerbweight of 810kg and a 1.6-litre engine giving 108bhp and 140Nm of torque, the hot Golf covered 0-60mph in nine seconds and hit an impressive 110mph.

The latest Mk7 is the fastest version yet, offering 217bhp from its 2.0-litre engine. But when you compare power-to-weight ratios, the lightweight Mk1 trails by only 24bhp.

Taking that into consideration, how would the two fare head-to-head? Our 1979 GTI completed the quarter mile in 19.7 seconds; the Mk7 stopped the clock at 18.2 seconds.

It's a clear victory for new against old in terms of pace, then, but the old GTI has so much more character and led the way with its quirky interior back in the seventies.



Mazda MX-5 Mk1 (1989) vs Mk4 (2015)

THE MX-5 is a cult classic, and the 26-year-old original is widely credited as having created the trend for B-road driving thrills on a budget. Up against this legendary roadster is the all-new, latest-generation MX-5. The Mk4 has managed to match the original's stats, and it's unusual for a modern car to be so close in size yet feel much bigger – and safer – on the inside.

When it comes to power, early models came with a 114bhp 1.6-litre engine, but we got our hands on a later 1.8-litre version with 16bhp extra. The MX-5's appearance has really stood the test of time, and it doesn't look particularly dated when parked alongside modern cars.

Its rival was the 2015 1.5-litre option, but despite having a smaller engine it delivers similar performance, with 129bhp, although officially the lighter original should sprint from 0-62mph two-tenths-of-a-second faster.

Unsurprisingly, the years have taken their toll on the older MX-5 – it took 16.9 seconds to complete the quarter mile compared to 16.4 for the new one.

CLASSIC

Cute original Mk1 has been a hard act to follow, but new Mk4 goes back to its roots



BACK TO BASICS

Cabin is utilitarian and the quality of the plastics is showing its years, but original's driving position is first-rate, with driver-centred instruments and controls all within easy reach



SPACE AGE

Even with the latest infotainment and safety kit, the new MX-5 has a more spacious cockpit and is still compact and lightweight – the Mk4 is only 50kg heavier than the Mk1





Vauxhall Astra Mk2 GTE (1983) vs Mk6 VXR (2012)

YOU might think this is a bit of an unfair comparison, but we wanted to test Vauxhall's iconic original GTE model, based on a second-generation Astra, against its natural descendant, the three-year-old Astra VXR.

The new hatch is now out, but there are no details on a new VXR, so we had to make do with a 2012 model. 'Make do' is perhaps a little harsh as it's the most powerful car in our eight-car line-up, with 276bhp and a top speed of 155mph. The GTE has less than half the power (115bhp) and hits 115mph.

Visually, these two models couldn't be more different. The design of our 1983 GTE is angular and sharp, with the square look continuing inside, right down to the padding on the door panels.

Fast-forward 32 years and the VXR, based on the three-door GTC, has become far more curvy. It's all change again now for the Astra, as the all-new hatch, out this year, has reverted to a simpler style, harking back to the GTE.

There were just 2.8 seconds between the cars, but the VXR was victorious. In total it took the old Vauxhall 17 seconds to do the quarter mile, and the Mk6 Astra just 14.2 seconds. That's nearly a second per decade – impressive.

WHITE HEAT

GTE is worlds apart from the 2012 VXR, both in style and performance



BLOCK SOLID

The first of a series of hot Astra hatchbacks, the GTE has a solid, blocky interior design, although the sports seats are surprisingly supportive for a 30-year-old car



SPORTY TOUCHES

VXR cabin is a comfortable place to enjoy the pace, with driver-focused instruments and performance car touches including full-leather sports seats and drilled pedals



"XR2 styling is classic eighties... black wheelarches and pepper-pot alloys give it a distinctive look"



OLD VS NEW

DRAG RACE CHALLENGE



Ford Fiesta Mk2 XR2 (1989) vs Mk6 ST-3 (2014)

BUILT from 1984 to 1989, the XR2 cost £8,430 when new. It was a boy racer's dream car in its day and a total of 150,000 were sold during the five-year period of production.

Despite that love affair, the maximum power available is only 96bhp – making it the least potent car here. The top speed is 110mph, though, which, combined with a kerbweight of only 840kg, makes it very nippy – although it has the worst power-to-weight ratio.

The styling of the XR2 is classic eighties, with a small and angular design. Black wheelarches, pepper-pot alloys and rally driving lights all give the XR2 its distinctive look. Compare that to the ST-3, which has a much smoother, modern design and is only mildly tweaked from the standard Fiesta.

Inside, the XR2 has barely anything on board, while the Fiesta ST-3 is the top-spec model, packed with kit, which makes it great to drive but also much heavier.

In our drag race, the XR2 took 17 seconds and the ST-3 15 seconds for the quarter mile.



BOY RACER

Fiesta XR2 was sought after in the eighties for combination of nipiness and style – although power output of only 96bhp seems weak now, car's low weight helped



TONED DOWN

Fast Fords have grown up since XR2's day, with more understated styling – ST badges are the main difference from standard Fiesta. Still, great driving dynamics remain



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THE BEST OF BRITISH

McLAREN'S MOMENTUM



MAC *ON THE* ATTACK

In the latest in our series, we meet some of the people who've helped McLaren become a supercar contender in next to no time



Ken Gibson
mail@autoexpress.co.uk

AE GOING head-to-head with Ferrari was seen as suicide until McLaren threw down the gauntlet in 2010. In five years, the Woking company has become firmly established as a genuine rival to the Italian sports car maker.

Yet it's the acceptance of the British brand by discerning supercar customers around the world, who bought a record 1,649 models in 2014, that has underlined that McLaren has not only arrived, but is here to stay.

The firm has built a state-of-the-art factory, developed a range of successful supercars and taken on 1,200 workers in the UK. Even given McLaren's 50-year expertise in Formula One racing, the achievement of setting up and delivering a world-class car business is unprecedented.

McLaren's move into road cars was the sixties dream of founder Bruce McLaren, and became the vision of Ron Dennis, the mastermind behind the company's grand prix success, who has applied the same meticulous standards of excellence and relentless pursuit of perfection.

The man responsible for turning Dennis' vision into reality is Mike Flewitt, the chief executive of McLaren

Automotive since 2012, who is pushing even harder as the firm looks to almost triple sales to 4,000 cars by 2017.

Flewitt's own story is as spectacular as the rise of McLaren Automotive, from starting on the production lines of Ford's Halewood plant in the eighties, as a 20-year-old fitting Escort heater hoses, to becoming the firm's European quality director and vice president of manufacturing over 20 years later. Along the way, he gained an invaluable insight into the luxury car sector by working for Rolls-Royce/Bentley, where he set up the brand's first ever bodyshop and became production director, before returning to Ford.

But when the chance to run McLaren came in 2012, he jumped at it. "McLaren was a rare opportunity," he tells us. "It was the right brand at the right time, with cutting-edge technology, great engineers and good shareholders. I felt it could work." Flewitt was also impressed by the McLaren factory and facilities at Woking: "I have worked in the car industry all over the world, but these are the most mind-blowing facilities I have seen, absolutely cutting edge."

And he was equally impressed by the workforce: "Anyone working at McLaren has to have the right attitude. They also need to have dexterity because we hand-build all our cars. We even hand-paint our cars – there are no

robots." It takes 16 days to painstakingly assemble every McLaren, as Flewitt explains: "You need to be a particular kind of person to work at McLaren: passionate and motivated, someone who likes to be challenged every day. If you want an easy life, don't come here."

And Flewitt has a clear focus on the new models McLaren needs to reach its target of 4,000 cars by 2017, and that doesn't include an SUV like some rivals. "An SUV doesn't fit our brand or our engineers' expertise. We build the best sports cars in the world – we would not build the best SUV."

Flewitt is happy with McLaren's model line-up, stretching from an entry price of £126,000 for the 540C up to £2million for its limited-edition 'Ultimate' supercars. He believes McLaren has a clear difference over rivals. "We have a motorsport background, and we use that technology to build better drivers' cars. Our cars are extremely technology-led products that appeal to driving enthusiasts."

He sees the firm's futuristic headquarters and factory as a great advertisement for the business. "The factory is a big asset. It's a physical expression of the brand, and it makes a major statement to potential customers when they arrive."

Flewitt points to the heavy investment of the firm's profit back into research and development as another crucial

PASSION

Chief exec Mike Flewitt (left) tells our man Gibson how he was tempted to join McLaren by its facilities and the passion of its workforce



“You need to be a particular type of person to work here. You need to be passionate and motivated, and want to be challenged every day”

MIKE FLEWITT

Chief executive, McLaren Automotive

LINING UP

McLaren's growing supercar range runs from the new entry-level 570S (right) to the P1 (far left)



“Dad wanted to set up a business making road cars. This factory and the cars have fulfilled my Dad's dream in a way he would have been proud of”

AMANDA McLAREN

Ambassador, McLaren Automotive



Although McLaren's factory acts as a hi-tech showcase, every car is still meticulously hand-built and hand-painted

factor in McLaren's growth, enabling it to produce a range of sports cars that showcases the technical expertise and craftsmanship of the workforce.

Flewitt also sees the buying and ownership experience of customers as critical to success of the business. “We want to keep very close to our customers and we want to have a special relationship,” he says. “Every customer is invited to the factory and given a tour.” For instance, McLaren has developed a six-event racing programme for buyers of its ultra-exclusive P1 GTR supercar, with the £1.98million price



including attending the races, a bespoke colour scheme, pit garage, a coach and a technician for each owner.

But perhaps the person who best sums up what has been achieved is Amanda McLaren, the daughter of the late Bruce. A qualified nurse, Amanda was hired by the business a year ago as an ambassador and tour guide at Woking, and she clearly loves working for the firm. She says: “Dad wanted to set up a business making road cars, but it didn't happen. But this factory and the cars have fulfilled my Dad's dream in a way he would have been proud of.”



Audi A4

FIRST UK DRIVE New compact exec has already impressed. Now we try V6 diesel on British roads

Performance

0-62mph/top speed
5.3 seconds/155mph



Running costs

54.3mpg (official)
£64 fill-up



James Batchelor
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@JRRBatchelor

AE WITH the BMW 3 Series and Mercedes C-Class offering opposing character traits in the compact executive class for decades, Audi's A4 has always struck a cautious path between them. It's never excelled in one department, but has offered a broader set of skills instead.

That was fine – until Jaguar's XE came along. The newcomer seemingly blended all the fun and excitement of the 3 Series with the casual maturity of the C-Class – not to mention its added Brit cool factor. So the A4 exec is now treading a different path – and this is our first drive of it in the UK.

Audi is making a big thing of connectivity now being more important than ride and handling. This is where it's pitched the A4; in its mind, this is the techy model in the class. All versions have a good-looking screen with MMI multimedia system and smartphone

interface – the latter supports both Apple CarPlay and Android Auto. Using the options list, the basic equipment can be upgraded to a vast range of larger screens, Internet-based apps and services, and also Audi's clever Virtual Cockpit, which debuted on the TT. The fact that both the 3 Series and XE offer sat-nav as standard even in their entry-level models, and the A4 doesn't, leaves a bitter taste in the mouth, though.

Up to now, we've driven only the A4s that are expected to take the lion's share of sales across Europe – the 2.0-litre diesels. But for our first test in the UK, we slipped behind the wheel of the most potent model. Until the arrival of the S4 early next year, the 3.0 TDI S line quattro is the most powerful car. Its V6 packs 268bhp and 600Nm of

torque (there's also a 215bhp version with front or four-wheel drive), and while those numbers don't sound very spectacular, the real-life performance is. The 0-62mph sprint takes 5.3 seconds, and the standard auto fires seamlessly through its eight gears.

With the torque kicking in at only 1,500rpm, acceleration is very rapid – a sensation that's heightened by the A4 being such a refined package. For this new model, Audi has tweaked the previous 3.0-litre V6. Economy has risen to 54.3mpg, while CO₂ emissions are a claimed 137g/km.

While it's impressive in a straight line, come to a corner and the TDI's initial positive impression falls down a little. Turn the car into an apex, and while the chassis feels agile and flatters the A4, the steering

“Audi is making a big thing of connectivity now being more important than ride and handling”



37 **BMW X1 IN BRITAIN**
Baby is now more in line with rest of SUV range, and we drive it in UK.

38 **TESLA MODEL S 70D**
Verdict on new 70kWh version of electric saloon that clocks in at £55k.

40 **RANGE ROVER TDV6**
Subtle updates for 2016 model year ensure luxury SUV is better than ever.

42 **SEAT ALHAMBRA**
First UK drive as seven-seater gets fresh look and Euro 6 diesel power.



NEED TO KNOW

The A4 sits on the VW Group's new MLB Evo platform – the Q7 SUV is the only other model to use this so far...

Essentials

Audi A4 S line 3.0 TDI quattro

Price:	£38,950
Engine:	3.0-litre V6 turbodiesel
Power:	268bhp
Torque:	600Nm
Transmission:	Eight-speed auto, four-wheel drive
0-62mph:	5.3 seconds
Top speed:	155mph
Economy:	54.3mpg
CO₂:	137g/km

ON SALE Now



STYLING The A4 may look similar to the old model, but it's totally new. Highlights include the headlamps, which feature distinctive twin arrow-like LED daytime running lights



EQUIPMENT Audi's smartphone interface comes fitted as standard on the A4, and it offers Android Auto and Apple CarPlay. It's slick and complements the A4's quality cabin



Cabin is best in class, and auto shifts smoothly; S line has lowered suspension, and ride is firm, but adaptive dampers help

doesn't. It's accurate but pretty much lacking in feel – and even when Dynamic is chosen on the Drive Select system, it only serves to add weight and exacerbate the numb feeling.

The Jaguar is leaps and bounds ahead of the A4 here, feeling tighter on turn-in and offering steering that brims with feedback. But Audi would point to the four-wheel drive giving extra traction through twisty corners, compared to the XE's rear-wheel-drive set-up. The quattro system does give bucket-loads of reassuring grip, particularly in damp conditions – something that only the BMW 330d xDrive can come close to.

The suspension is a little disappointing, too. The standard S line set-up, lowered by 20mm, is firm at low and high speed. This is in sharp contrast to the XE's excellent high-speed ride, even on R Sport models. It makes the Audi's adaptive dampers a good investment (at £600), although the S line suspension can be deselected and

swapped for the usual set-up free of charge. As standard, S line cars get a bodykit, part-leather trim, LED headlights and sweeping rear indicators, 18-inch alloys, three-zone climate control and sat-nav. It covers the basics, but the options list will seem appealing – and if you plunder this, the price will rise astronomically. The 3.0 TDI retails at £38,950, but our test car was nudging £52,000 – well into Audi A6 territory.

Despite this, it's clear that your money buys quality. The interior is easily the class leader for build standards, far exceeding anything BMW, Mercedes, Jaguar and even Lexus can offer. There's not a scratchy bit of plastic within reach, and every knob and button feels as though it'll work forever. The details are good, too – the infotainment screen is crisp and the climate control one even sharper, matching an Apple Watch for clarity. Add great rear head and legroom, and a well shaped, 480/965-litre boot, and the A4 offers an impressive package.



AUTO EXPRESS Verdict

IT'S tough at the top. The A4 has always trodden a careful path compared to BMW and Mercedes, but the new Jaguar XE has really shaken up the compact exec class. Audi's concentrated on producing the car with the best interior, and its tactic has worked. The top-of-the-range A4 offers stunning performance, but keen drivers should still be swayed by the A4's main rivals.



Essentials

Porsche Boxster Spyder

Price:	£60,459
Engine:	3.8-litre 6cyl petrol
Power:	371bhp
Torque:	420Nm
Transmission:	Six-speed manual, rear-wheel drive
0-62mph:	4.5 seconds
Top speed:	180mph
Economy:	28.5mpg
CO₂:	230g/km

ON SALE Now



PRACTICALITY Even though it's an uncompromising two-seater sports car, the Boxster is impressively practical. You get two boots: one in the nose and another, with more room (280 litres), in the back. Storage in the cabin is quite poor, though



EQUIPMENT To keep the weight to a minimum, Porsche will sell you the Spyder without a radio or air-conditioning, but you can add this equipment as a no-cost option. The infotainment system is also an optional extra, and includes satellite navigation



Carbon bucket seats, Alcantara trim and fabric pulls for door handles add to the sporty feel, as does stubby, short-throw gearlever



Jonathan Burn
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@Jonathan_burn

AE OVER £60,000 for a Porsche Boxster seems extravagant. After all, this is the brand's entry-level model, and you can pick up the already brilliant standard version for £37,000. But this is no ordinary Boxster – far from it. This is the new Boxster Spyder, and we've finally driven it in the UK.

What makes the Spyder so special? Well, behind the driver sits the same 3.8-litre flat-six engine as in the new hardcore Cayman GT4. It's 10bhp down on power here, developing 371bhp, but that's still a substantial 46bhp more than you get in the Boxster GTS, which features the 3.4-litre engine. That makes the Spyder the most potent Boxster ever produced.

What further separates the newcomer from other Boxsters is the roof. As before, it's a folding fabric set-up to keep weight down – it saves 11kg – but it no longer looks like a cub scout's poorly constructed tent.

Its sleeker shape clings to the Boxster in all the right places, flaunting the car's

curves. Removing it still requires some manual labour, though. A button on the centre console releases the roof latch and pops open the boot, then you simply unclip the catches at the rear and fold it behind the cabin into a compartment and shut the boot. It's a far less complex process than before and a refreshing change from the electric, origami metalwork we've become used to.

Once it's stowed, there are two reasons you won't want to put it back up. Firstly, with the roof down, the Spyder is possibly the prettiest car Porsche currently sells, with a whiff of 918 about its stance.

Secondly, once you sink into the slim, carbon bucket seats, wrap your hands around the Alcantara steering wheel and bring the engine to life, there's no barrier between you and the guttural howl of the 3.8-litre flat-six. Dip the clutch – a six-speed manual gearbox is the only option – punch

the stubby gearstick into first and you're off. Keep the throttle pinned and 0-62mph will take 4.5 seconds and, if the law allows, 180mph flat out – with the roof up or down.

It's stunningly fast and the razor-sharp throttle response means there's instant shove in reserve. You have to hang on until 6,700rpm before you get all 371bhp which, because of the long gearing, means you'll be spending most of your time in second and third if you want to retain your licence.

But what impresses more than the outright pace is just how responsive and tactile the Spyder feels above any other Boxster. The steering is marginally quicker than the standard model's and responds to the tiniest of inputs. And the gearchange? Well, it doesn't get much better – the lever is stubby and the shifts short and firm.

Its set-up is designed for those who prioritise driving above anything else, and

“What impresses more than the outright pace is just how responsive and tactile the Spyder feels”



Performance
0-62mph/top speed
4.5 seconds/180mph



Porsch

FIRST UK DRIVE Sensa



**Running costs**28.5mpg (official)
£61 fill-up

e Boxster Spyder

tional Spyder is ultimate version of already brilliant roadster



Top-down motoring is exhilarating, thanks to howl from 3.8-litre flat-six engine

that's shown in the standard specification. Everything centres around saving weight. The door handles have been replaced with fabric pulls, while the radio and air-con are also sacrificed to cut the kilos – although you can specify both as no-cost options, which add a barely noticeable 15kg to the kerbweight.

Porsche's Sports Chrono pack also comes as standard, chopping 20mm from the ride height, so there's a slight firmness to the ride. But the damping is supple and effectively soaks up road imperfections. This car doesn't get the same suspension set-up as the Cayman GT4, instead using the passive sports suspension which is an option on the Boxster GTS.

The Spyder is far more than a Boxster with a fancy roof and all the trimmings, though. It's been engineered and honed far beyond any other version, and, better still, unlike the Cayman GT4, it isn't limited by numbers. So if you really want one, you can have one.

Spyder

**Auto
Express**

Verdict

SIMPLY put, the Spyder is the ultimate version of one of the most intoxicating sports cars you can buy. Crucially, the Boxster's accessible performance remains, even though it's fitted with the 371bhp 3.8-litre engine from the 911 Carrera S. While its abilities are reflected in its price tag, if it follows the path laid by its predecessor, which is appreciating in value, this Porsche will not only be a sound investment but a future classic, too.



Driving Tomorrow



N FERA RU1



NEXEN NEXEN TYRE

NEXEN TYRE Global Homepage :
<http://www.nexentire.com>

NEXEN TYRE UK Homepage :
<http://www.nexen-tyres.co.uk>



NEED TO KNOW

Reflecting buyers' yearnings for diesel, BMW offers only one petrol engine – a 189bhp 2.0-litre

Essentials

BMW X1 xDrive20d Sport

Price:	£33,680
Engine:	2.0-litre 4cyl turbodiesel
Power/torque:	188bhp/400Nm
Transmission:	Eight-speed automatic, four-wheel drive
0-62mph:	7.6 seconds
Top speed:	136mph
Economy:	57.6mpg
CO ₂ :	127g/km

ON SALE Now

BMW X1 20d Sport

Running costs

57.6mpg (official)
£67 fill-up



FIRST UK DRIVE New small SUV is more stylish and far better to drive



James Batchelor

James_Batchelor@dennis.co.uk
@JRRBatchelor

AE DESPITE being branded as having challenging styling, the original BMW X1 built up a loyal following, not least in the UK. Of the 730,000 sold worldwide over its six-year life-span, nearly 40,000 found homes here, so you'd expect the brand not to change the recipe too much.

Well, you'd be wrong, as the new second-generation X1 has started with a clean sheet of paper. The styling is now more in step with BMW's other SUVs, and ditches the pumped-up estate car looks of the old version. It's taller and features a longer wheelbase (but it is in fact slightly shorter than the original), which allows the new car to be much more spacious inside than its predecessor, and from many angles the X1 now looks like a mini-X5.

Moreover, out goes the old car's 3 Series Touring rear-wheel-drive platform and in comes BMW's new front-wheel-drive layout, shared with the 2 Series Active Tourer MPV and even the MINI hatch, although it's only the entry-level sDrive that is powered by the front wheels – xDrive models use BMW's four-wheel-drive system.

Our 20d Sport test car has four-wheel drive and, at £33,680, sits in the middle of the range. It's expected to be the biggest seller and is powered by the 2.0-litre diesel that appears in so many other BMWs – and for good reason, as this is a strong engine. It musters 188bhp and a healthy 400Nm of torque, allowing the X1 to get from 0-62mph in a scant 7.6 seconds. BMW's smooth eight-speed auto comes as standard, too (a six-speed manual will be available from



High-quality cabin lacks flair, but boot is practical shape and bigger than rival Audi Q3's



Styling is more attractive than outgoing X1's and in line with other BMW SUVs

November). BMW claims fuel consumption of 57.6mpg and 127g/km CO₂ emissions – although we only managed around 43mpg. On the move, there's loads of punch at low revs, with only the diesel's clattery tone being audible at high revs.

It's good fun to drive, too, thanks to well weighted and accurate steering, and body roll is kept well in check, even through tight, twisting lanes. The pay-off is a slightly sharp ride over potholes and when driving around town.

Inside, it's typically BMW, with quality materials, but the cabin lacks any real design flair. The space on offer is the real boon here, however. There are 505 litres available in the boot – a considerable 85 litres more than chief rival, the Audi Q3. This expands to 1,550 litres when the rear seats are folded flat – a useful 225 litres more than the Audi can manage.

PRACTICALITY Longer wheelbase and taller body than predecessor help provide plenty of space in the back, with good levels of head and kneeroom



EQUIPMENT Options can be pricey – our test car had £10k worth of extra equipment, including upgraded sat-nav and clever forward collision warning



Verdict

SOME may question why the X1 costs more than compact SUVs like the Mazda CX-5, but you could argue the BMW has a more premium image. It easily beats the more crossover-led Mercedes GLA for space and also highlights the age of the Audi Q3. This mid-spec Sport with BMW's 188bhp 2.0-litre diesel is a tempting choice, too, offering decent running costs that won't break the bank. Just steer clear of the pricey options list.





NEED TO KNOW

Model S' price tag includes the £5,000 electric vehicle grant from the Government

Essentials

Tesla Model S 70D

Price:	£55,000
Engine:	Dual motors
Power:	256bhp front, 324bhp rear
Transmission:	Single speed, four-wheel drive
0-60mph:	5.2 seconds
Top speed:	140mph
Range:	275 miles

ON SALE Now



Tesla Model S 70D

Running costs

275-mile range
£0 fill-up



FIRST DRIVE Entry point to Model S range makes more sense than ever



Steve Fowler

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AE IT might be the mega-quick Tesla Model S P90D with its Ludicrous mode that's grabbing all the headlines, but at the same time a new, all-wheel-drive 'entry-level' 70D model has also arrived – and we've driven it.

It always seems odd to use the phrase entry-level for a car that costs £55,000 (after the £5,000 Government incentive), especially when the 70D feels anything but entry-level. It looks pretty much the same as any other Model S, while the levels of kit, fit and finish are the same as more expensive versions – which means very good.

The badging on the boot refers to the battery pack hidden under the floor – in this case a 70kWh battery. The D refers to the dual-motor four-wheel-drive system – one motor on the front axle and one on the back – and there's a rear-wheel-drive-only version that'll save you £4,200.

Tesla claims a range of 275 miles on a single charge (which will cost you nothing if you top up at one of the firm's Supercharger stations), while 0-60mph takes 5.2 seconds. That might not be as face-altering as the maximum attack models, but it'll widen the eyes of most passengers, especially when combined with the gentle whirr that sounds like a tape deck on fast forward.

It's difficult to draw comparisons with this all-electric super-saloon, but a BMW 535d M Sport costs a little bit less, is a little bit slower and a little less well equipped. Oh, and with a claimed average of 53mpg, the BMW will, in theory, go around 800 miles before you need to fill it up, at which time you'll have to cough up about £80. You'll



Typically comfortable, minimalist cabin is dominated by 17-inch portrait touchscreen

have to charge the Tesla more frequently, but it'll probably cost you less than 10 per cent of that for a similar mileage – or nothing if you use a Supercharger. And the Tesla wins hands down on company car tax, due to its zero tailpipe emissions.

The biggest joy of the driving experience is the instant arrival of torque from the moment you floor the throttle – either at standstill or at speed. The 70D gets a big 524Nm slug of torque, which keeps on coming up to 140mph. However, Teslas aren't all about driving quickly – the 70D is comfortable, riding nicely on its 19-inch wheels over our short test route, and it's spacious with plenty of room for two or three at the back, plus the option of two more seats in the boot (for an extra £2,500).

The weight of the batteries can be felt through corners and the steering isn't BMW sharp, but sit back and enjoy the straight-line bursts and you'll have few complaints.

EQUIPMENT Delve into the options and you'll find Autopilot, which comprises automatic cruise control, lane keep assistance and self-parking



HANDLING Entry-level all-wheel-drive Tesla has a good ride on 19-inch wheels, although handling is not as sharp as on a BMW 5 Series



PRACTICALITY Model S has more boot space than a BMW 5 Series, Audi A6 or Mercedes E-Class, as its small electric motor allows for a flat floor



Verdict

DRIVING every Tesla is an occasion and the new 70 models make it more affordable than ever. The 70D still impresses with its acceleration and its calm, relaxed nature, while quality and kit make it an easy car to live with. A 275-mile range is good too, and while that trails a BMW 5 Series, the big win comes in running costs. These latest Teslas are making electric car living more appealing than ever.





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CITROËN GRAND C4 PICASSO

The Citroën Grand C4 Picasso is the first MPV in its segment to break the 110g CO₂/km barrier with the BlueHDi 150* delivering up to 72.4 MPG.[□] With its ultra-flexible 7-seat interior, 360° Vision Parking,[°] Keyless Entry and Start,[△] and Panoramic Windscreen, it's no wonder it's been voted 'Best MPV' by both What Car? and Auto Express for two years running.



CRÉATIVE TECHNOLOGIE

   citroen.co.uk

CITROËN prefers TOTAL Official Government Fuel Consumption Figures (litres per 100km/MPG) and CO₂ Emissions (g/km). Highest: Grand C4 Picasso THP 165 S&S EAT6 Auto with 18" wheels: Urban 7.5/37.7, Extra Urban 4.9/57.6, Combined 5.8/48.7, 134 CO₂. Lowest: Grand C4 Picasso BlueHDi 100 S&S manual: Urban 4.5/62.8, Extra Urban 3.5/80.7, Combined 3.8/74.3, 99 CO₂. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

Model shown: Grand C4 Picasso BlueHDi 120 S&S 6-speed manual Exclusive+. OTR price £26,665 (incl. Teles Blue metallic paint at extra cost of £520). *Available on Grand C4 Picasso Exclusive and above. [□]Combined Cycle on Grand C4 Picasso BlueHDi 150 S&S 6-speed manual Exclusive with 17" wheels. [°]Optional at extra cost on Grand C4 Picasso Exclusive+. [△]Optional at extra cost on Grand C4 Picasso VTR+ and Grand C4 Picasso Exclusive, available as standard on Grand C4 Picasso Exclusive+.



NEED TO KNOW

New Surround Camera system features towing assist, helping the Range Rover tow up to 3,500kg

Running costs

40.9mpg (official)
£98 fill-up



Range Rover TDV6

FIRST UK DRIVE Subtle updates ensure luxury SUV is better than ever



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AE HONING a recipe like the Range Rover's is more difficult than it might seem, but with each successive version Land Rover has got it right, delivering luxury, performance, quality and a strong brand image to its exacting clientele – and with the 2016 model year Range Rover, it's done it once again.

Among the new additions to this Autobiography TDV6 are a new Surround Camera System and a new water jet for the rear view camera to keep the lens clean, plus a Gesture Tailgate as standard, so with a swipe of your foot beneath the bumper, you can open the practical split tailgate hands-free. On top of this, the car's air-suspension system now automatically drops to its lowest 'access height' when parked to make entry and exit easier.

Land Rover's InControl technology is also fitted to improve connectivity. Among other things, it allows owners to locate their car, check its fuel level and even lock and unlock the doors remotely via an app. This has added to the multimedia system's slick appearance, but dig a bit deeper and you'll find that the graphics still aren't quite as high-resolution as on the Mercedes S-Class, which is arguably its main rival.

With prices starting from £91,550 for this Autobiography TDV6 model, it's not cheap, but you really don't need any more than the 254bhp the 3.0-litre twin-turbo diesel has to offer, as the creamy power delivery and effortless eight-speed automatic



Luxurious cabin offers lots of space and massaging, heated seats for those in the front

gearbox mean you can make relaxing progress. There's still an adequate turn of pace, though, as 0-60mph takes 7.4 seconds, and with 600Nm of torque from 2,000rpm, it's a sublime cruiser, too. Plus, despite its

size, it's not as thirsty as you think, claiming 40.9mpg and emitting 182g/km of CO₂.

All that weight and the air-suspension result in some inevitable body movement, while big bumps do occasionally hit harder when the car is loaded up in a corner – but the ride and impressive refinement, thanks to features such as double-glazed windows, mean there are still very few ways to travel in more comfort than in a Range Rover.

Space inside the beautifully built cabin is excellent, and rear seat passengers get individual controls to adjust their heated seats. In the front there's a massage function for the seats, too, but options can be costly, and £1,000 for a head-up display seems steep.

Refinement is excellent, but there's predictable body roll when cornering



Essentials

Range Rover Autobiography TDV6

Price:	£91,550
Engine:	3.0-litre V6 turbodiesel
Power/torque:	254bhp/600Nm
Transmission:	Eight-speed auto, four-wheel drive
0-60mph:	7.4 seconds
Top speed:	130mph
Economy:	40.9mpg
CO₂:	182g/km

ON SALE Now



EQUIPMENT 2016 model year Range Rovers get new InControl infotainment, but it's still not as slick as rivals' systems – and the graphics aren't as sharp



TECHNOLOGY Range Rovers have always been supreme off-road thanks to All-Terrain Progress Control which gives different driving modes



PRACTICALITY Split tailgate now comes with gesture control fitted as standard. It opens to reveal large 909-litre boot, which extends to 2,030 litres



Verdict

IMPERIOUS refinement, imposing styling and silky performance mean that the 2016 model year Range Rover is still the SUV benchmark. Land Rover has added even more tech to its flagship to help improve practicality as well as connectivity, so the big Range can keep pace with more modern rivals – it does that easily, outclassing its off-roader competition and matching high-end luxury saloons.



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Body roll is an issue in corners, but new Euro 6 diesel is strong performer

SEAT Alhambra 2.0 TDI

Running costs

55.4mpg (official)

£81 fill-up



FIRST UK DRIVE Nip and tuck aims to keep seven-seat MPV in contention



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AE SOMETIMES change is just for change's sake. If you've already got a winning formula, why mess with it? And SEAT seems to think that way, if the 'facelifted' Alhambra is anything to go by. This is the first time we've driven the revised people carrier in the UK, but with tough competition from the new Ford Galaxy and Auto Express's reigning MPV of the Year, the Citroen Grand C4 Picasso, is SEAT's approach enough?

Updates to the boxy, five-year-old design are few and far between. Park the new car side-by-side with the old one and you might pick out the reprofiled lights, tweaked grille and fresher alloy wheel designs, but we wouldn't be surprised if you didn't.

Normally we'd say a massive seven-seat people carrier can't be desirable, but the bold Picasso and smart Galaxy prove otherwise. Still, the Alhambra has always looked good and this minor facelift has only served to enhance this.

Inside it's a similar story, but that's more forgivable. The only changes are a new steering wheel and an updated touchscreen with a higher resolution. Still, the unfussy, logical dash design and typically impeccable VW Group fit and finish make this an easy car to live with, even though it lacks some of the tech found in more recent products. It's better built than

the Galaxy overall, but the futuristic Citroen has much more of a wow factor. SE spec has all the kit most people will need, including sat-nav, cruise control, a part-electric driver's seat and four-zone climate control.

The huge space and clever seating layout remain unchanged, which is good news. The middle row of individual chairs slides, folds and tilts to allow easy access to the third row, while there's even the option of a handy booster seat built into the outer two. Passengers have acres of leg and headroom, and adults can even squeeze in the rearmost chairs once they're folded out of the boot.

The most necessary change is under the bonnet, where you'll find a new Euro 6 2.0 TDI diesel which claims 58mpg fuel economy and 132g/km CO₂ emissions. Although that's better than before, it's way behind the 2.0-litre diesel in the Picasso, which promises 102g/km and 67.3mpg.

We managed 43mpg in the Alhambra on test – reasonable considering it weighs 1.9 tonnes. The 148bhp TDI is perfectly punchy and smooth in everyday situations, but if you often travel fully loaded, we'd consider the extra torque of the 178bhp version.

What impresses most about the SEAT, despite its age and size, is how car-like it feels to drive. It's more agile than the Galaxy and even gives Ford's new S-MAX a run for its money. Unsurprisingly, there's lots of body roll, but the steering is direct, there's decent grip and a general feeling of composure.



NEED TO KNOW

The Alhambra's Volkswagen sister model, the Sharan, has been given a similarly subtle update, with LED tail-lamps, better connectivity and Euro 6 diesels

Essentials

SEAT Alhambra SE 2.0 TDI

Price:	£28,675
Engine:	2.0-litre 4cyl diesel
Power/torque:	148bhp/340Nm
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	10.2 seconds
Top speed:	126mph
Economy:	55.4mpg
CO₂:	132g/km

ON SALE Now



EQUIPMENT Instrument dials are as clear and easy to read as ever, and screen between them is multifunctional. Upgraded sat-nav is a £995 option, which includes a rear view camera and DAB. For £150, you can add Apple CarPlay and Android Auto smartphone connectivity



PRACTICALITY Lever on outside of outer middle row seats flips the backs forwards, giving easy access to rearmost row. Folding mechanism is still foolproof to operate, plus for an additional £235, you can specify a handy integrated child seat

Auto Express Verdict

THE visual changes to the Alhambra are so subtle, they'll make next to no difference to owners of the outgoing version. The extra on-paper efficiency is naturally welcome, as are the minor tweaks to the cabin. So this remains a strong and competent all-round people carrier which is practical and decent to drive – although the Citroen Grand C4 Picasso still has much more of a cutting-edge feel.



Vauxhall Astra Elite Nav

FIRST UK DRIVE We try 1.4-litre turbo petrol engine in new hatch class leader



Otis Clay

Essentials

Vauxhall Astra Elite Nav 1.4T

Price:	£20,315
Engine:	1.4-litre 4cyl petrol
Power/torque:	148bhp/245Nm
Transmission:	Six speed manual, front-wheel drive
0-60mph:	7.8 seconds
Top speed:	134mph
Economy:	51.4mpg
CO₂:	128g/km

ON SALE Now



PRACTICALITY Boot serves up a decent 370-litre capacity, while there's more legroom in the Astra than in most of its class rivals



EQUIPMENT As well as stylish alloy wheels, our Elite Nav gets OnStar service – as do all Astras from SRI spec and above. Turbo is refined



Auto Express Verdict

THE new Astra is a seriously capable front runner for the family hatchback class, and is a real shining star in Vauxhall's range. It looks great, drives better than ever and the cabin execution is top notch. When powered by this engine, it loses a star due to its so-so fuel efficiency and reluctance to rev, but if you don't want a diesel, the 1.4-litre petrol is still a good choice.



NEED TO KNOW Elite Nav spec is well kitted out, with eight-inch touchscreen; it even gets heated rear seats



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AE IT'S been a while since a new Vauxhall has come along and disrupted the class order, but that's exactly what the all-new, seventh-generation Astra has done. It's impressed us as an overall package in diesel and 1.0 turbo petrol form, so how does the mid-range 148bhp 1.4-litre turbo stack up?

Vauxhall expects the 1.6-litre CDTi diesel will be the biggest seller in the UK, but as plenty of people have an aversion to the black pump, the brand is offering as many petrol options as diesels in the range.

The 1.4-litre is available in 123bhp or 148bhp forms, with the latter faster and more efficient than the old 178bhp 1.6-litre turbo petrol. That's a big achievement, and it's largely because nearly 200kg has been shaved off the kerbweight of the new model's platform. Banishing the image of the rather lardy previous generation, this latest Astra actually manages to be smaller in size yet offer more interior space.

The 1.4-litre turbo is as refined as you'd expect from a four-cylinder petrol, and pulls strongly from low revs – a mix of its 235Nm

torque output and having less weight to pull. It's more about relaxed mid-range progress than high-rev action, as the engine feels strained past 5,000rpm and doesn't reward with much extra urge.

The VW Group's 1.4 TSI feels more willing to rev and Ford's 1.5T EcoBoost sounds more characterful, but the latter can't match the Astra's smoothness. The extra power also suits the car's new-found enthusiasm for corners. The ride and handling balance is as good as anything else in the class, with strong grip and a tied-down, planted feel.

The steering isn't brimming with feel and the ride has a firm edge, but you can level the same criticisms at the SEAT Leon. Where the Astra 1.4 T trails a bit is on efficiency, despite the improvement over the old car. Official economy of 51.4mpg is fine, but CO₂ emissions of 128g/km fall short of the Leon 1.4 TSI – the SEAT is up to 18g/km cleaner when fitted with cylinder deactivation tech.

Elsewhere, it's business as usual, which means sharp looks and a spacious, classy-feeling cabin. It's way ahead of the Focus in terms of fit and finish, and the superb 8.0-inch touchscreen is among the slickest we've come across for this price.

"The ride and handling is as good as anything else in the class, with strong grip and a planted feel"



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Fuel consumption in mpg (l/100km) for Kia Picanto 'SR7' 5-door: Urban 48.7 (5.8), Extra Urban 74.3 (3.8), Combined 62.8 (4.5), CO₂ emissions 105g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Offer is available on Kia Picanto 'SR7' between 01/10/15 and 30/11/15 inclusive. **You will not own the vehicle until all payments are made.** At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Subject to status. T&Cs apply. 18s or over. Guarantee/Indemnity may be required. Kia Motors Finance RH1 1SR. Model shown: Kia Picanto 'SR7' 5-door 1.0 65bhp 5-speed manual at £9,045 including £1,000 customer saving. Non-offer price £10,045. Customer savings vary by model derivative. Specification is subject to change without notice. *Kia Care-3 for £99 must be activated within 30 days of vehicle registration. Care-3 is the Kia Servicing Package that covers recommended manufacturers servicing. T&Cs apply. Offer not available with any other offer. Retail sales only. Details correct at time of going to press. 7 year / 100,000 mile manufacturer's warranty. For full terms and exclusions visit www.kia.co.uk. The Bluetooth® word mark and logo are registered trademarks and owned by the Bluetooth SIG, Inc.



SsangYong Korando 2.2

FIRST DRIVE Can new diesel engine improve budget SUV?



Stephen Errity

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AE SSANGYONG'S profile in the UK has increased significantly with the launch of the Tivoli, but the Korean brand's larger Korando SUV remains on sale.

Its 2.0-litre diesel engine has now been replaced with a new 2.2-litre that complies with the latest Euro 6 emissions regulations. SsangYong says that in addition to emitting less CO₂ than before, this engine is more powerful, economical and refined.

It certainly delivers a decent shove of power when you accelerate, so the Korando remains a strong tow car and safe overtaker, but progress is accompanied by an almighty racket – much louder than the more refined modern diesels you get in most rivals.

The range-topping four-wheel-drive auto model we drove claims just over 40mpg and CO₂ emissions of 177g/km – meaning an road annual tax bill of £225.

Four-wheel drive is available across the range (SE, EX and ELX), but if you want the automatic, you have to go for the pricey ELX version, which boasts heated leather seats, TomTom sat-nav and 18-inch alloys.

If you don't plan to venture off-road or tow heavy loads on a regular basis, a cheaper two-wheel-drive model with a six-speed manual transmission will make more sense. It claims 53mpg economy and 139g/km – saving you almost £100 per year on road tax.

Elsewhere, many of the drawbacks of the previous Korando remain, including wallowy handling on twisty roads and unpleasantly hard and scratchy plastics in the cabin. And the automatic is a traditional affair – not a more sophisticated twin-clutch.

The car is not without plus points, though: it's spacious, less expensive than most rivals and has a five-year warranty with no mileage limit.



SsangYong Korando 2.2 ELX 4x4 automatic

Price:	£22,495
Engine:	2.2-litre 4cyl turbodiesel
Power:	176bhp
Transmission:	Six-speed automatic four-wheel drive
0-60mph:	9.9 seconds
Top speed:	115mph
Economy:	41.5mpg
CO₂:	177g/km

ON SALE Now

INTERIOR

Korando cabin is spacious and hard-wearing, but quality of some materials is disappointing, and while ELX trim comes with leather and TomTom sat-nav, it's expensive



Verdict

GENEROUS standard equipment, affordable purchase prices and an impressive manufacturer warranty make the SsangYong Korando look an attractive proposition on paper. But there are plenty of compromises: even with this new diesel engine, the driving experience is poor, it's noisy and unrefined and costs more than its rivals. Buyers on a budget will likely be tempted, but this is still a hard car to recommend.



Coming soon



BMW X7 2018

BMW's new flagship seven-seat SUV will arrive in 2018 priced from around £65,000. It will be produced in North America.

SUPERMINIS		Toyota FT-1 (Supra)	2017
Ford Ka Plus	2017	VW Golf R400	2016
Ford Fiesta	2017	TVR sports car	2017
Kia Rio	2018	VW Golf GTI Clubsport	2016
Renault Twingo GT	2016	VW Scirocco GTS	2016
Renault 5	late 2017	SUVs	
SEAT Ibiza	2017	Alfa Romeo SUV	2017
Smart ForTwo Brabus	mid 2016	Aston Martin DBX	2017
Suzuki Swift	2017	Audi Q1	2016
Suzuki Baleno	2016	Audi Q5	2016
Volkswagen Polo	2017	Audi Q6	2018
FAMILY CARS		Audi Q8	2020
Alfa Romeo Giulia	Autumn 2016	Audi RS Q1	late 2016
Alfa Romeo Giulia Estate	late 2016	Bentley Bentayga	2016
Audi A3 three-cylinder	late 2015	BMW 1 Series Sport Cross	2017
Audi A4	late 2015	BMW X1	October
BMW 3 Series Plug-in	mid 2016	BMW X2	2017
BMW i5	2016	BMW X3	2016
DS 4 Crossback	2016	BMW X7	2018
Honda Civic	2017	Citroen Grand Cactus	2017
Honda FCV	mid 2016	Dacia Duster facelift	2016
Infiniti Q30	December	Ford Edge	spring 2016
Kia Optima facelift	late 2015	Infiniti QX30	mid 2016
Kia Sportage	2016	Jaguar F-Pace	2016
Jaguar XE Sportbrake	2016	Jaguar 'Baby' F-Pace	2017
Mazda large SUV	2017	Kia Niro	2018
MG5	2020	Lamborghini Urus	2018
MINI Clubman	late 2015	Land Rover Defender	2018
MINI Countryman	2017	Lexus RX	early 2016
Nissan Leaf	mid 2016	Maserati Levante	2016
Porsche Panamera	2016	Mercedes-AMG GT four-door	2017
Porsche Panamera estate	2017	Mercedes GLC Coupé	early 2016
Renault Mégane	mid 2016	Mercedes GLS	early 2016
Subaru Levorg	late 2015	MG GS	summer 2016
Tesla Model III	late 2016	Mitsubishi Shogun	2017
Toyota Prius	Spring 2016	Peugeot 3008	2017
Toyota Mirai	late 2015	Porsche Cayenne Coupé	2017
Vauxhall Astra	late 2015	Porsche Macan Turbo S	late 2015
Vauxhall Insignia	2017	Porsche Macan GTS	late 2015
VW Beetle Dune	late 2015	Porsche Panamera	late 2016
VW Golf CC	2016	Qoros 2 SUV	2016
SPORTS CARS		Qoros 3 City SUV	2017
Abarth 124 Spider	2017	Renault Alaskan pick-up	2016
Abarth 500X	late 2016	Renault seven-seat SUV	2017
Alfa 4C Stradale	2016	Rolls-Royce Cullinan	2018
Alfa 6C	2016	SEAT SUV	late 2016
Aston Martin DB11	late 2016	Skoda seven-seat SUV	late 2016
Aston Martin V8 Vantage	early 2016	Skoda Coupé SUV	2017
Audi A5	spring 2016	Skoda Yeti	2017
Audi A9	2018	Suzuki Ignis	2017
Audi R4	2016	Tesla Model X	spring 2016
Audi TT RS	2016	Toyota C-HR	2017
Audi TT Sportback	2016	Volkswagen Tiguan	2016
Audi TT Sport Quattro	2016	Volkswagen T-ROC	2016
BMW M1	2016	Volvo XC40	2018
BMW M2	2016	Volvo XC60	2017
BMW M4 GTS	2016	PEOPLE MOVERS	
Bugatti Chiron	2017	Renault Scenic	late 2016
Caterham sports car	2018	VW Touran	November
Ferrari F12 Speciale	2016	VW Transporter	late 2015
Ford GT	2016	CABRIOLETS	
Ford Focus RS	2016	Audi R8 Spyder	2016
Honda CR-Z	2017	Abarth 124 Spider	2017
Honda NSX	late 2016	Fiat 124 Spider	summer 2016
Infiniti Q60	2016	Jaguar F-Type SVR	2016
Jaguar XE R	early 2016	Jaguar XE Convertible	2016
Kia GT4 Stinger	2016	Lamborghini Huracán Spyder	2016
Lamborghini Asterion LP910-4	2017	Mercedes C-Class Cabriolet	late 2015
Lamborghini Huracán Superleggera	2016	Mercedes S-Class Cabriolet	late 2015
Lexus GS F	late 2015	MINI Convertible	2016
Lexus RC	late 2015	Range Rover Evoque Cabriolet	2016
Lexus LF-LC	2016	Rolls-Royce Dawn	2016
Maserati Alfieri	2017	VW Beetle Dune cabriolet	2016
Maserati Gran Turismo	late 2017	LUXURY CARS	
McLaren 540 C	2016	Audi A8	2017
Mercedes C-Class Coupé	December	BMW 5 Series	2016
Mercedes C 450 AMG Sport	2016	BMW 7 Series	late 2015
Mercedes-AMG C 63 Coupé	2016	Cadillac ELR	late 2015
MG TF replacement	2020	Infiniti Q80	2017
Nissan Pulsar Nismo	mid 2016	Lexus GS	2016
Peugeot 308 R Hybrid	2016	Mercedes E-Class	2016
Peugeot 408 GT	2018	Rolls-Royce Phantom	2017
Porsche 961	2017	VW Phaeton	2017
Porsche Pajun	2018	Volvo S90	late 2016
Renault Alpine	late 2016		



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AUDI RS6 V10 » 680+BHP (+DE-LIMIT)
AUDI R8 V10 » 592+BHP (+DE-LIMIT)
AUDI RS4 B7/ R8 » 445 BHP (+DE-LIMIT)
AUDI RS3/RSQ3 » 420+ BHP (+DE-LIMIT)
AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)
AUDI 3.0TDi (ALL MODELS) » 315+ BHP
AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP
AUDI Q7/A8 4.2 TDi » 400+ BHP

BMW

M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618+ BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M135i/ M235i » 402 BHP
M4/M3 3.0T » 520+ BHP
M5 F10/M6 (STAGE 1) » 680 BHP
M5 F10/M6 (STAGE 2) » 730 BHP
F10 520D » 240 BHP
F10 530D » 305 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
640D/335D/535D/435D » 390 BHP
730D » 305+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 305 BHP
X6 X5.0i 4.4 » 500+BHP
X6 M50D/X5M50D/550D » 450 BHP

MERCEDES-BENZ

A200CDi/C200CDi/E200CDi » 175 BHP
A250/C250 » 260 BHP
A45/CLA45 » 420 BHP
C300 HYBRID » 285 BHP
A220CDi/C220CDi/E220CDi » 215 BHP
C350/CLS350/E350/S350 » 315 BHP
E400 /C450 » 420+ BHP
C400 » 400 BHP
'63' 5.5 Bi-TURBO ALL MODELS » 690+BHP
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP
S65 (W222) » 780 BHP
SL65 BLACK » 720+ BHP (+DELIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG 6.3 » 530+BHP (+DE-LIMIT)

C63 AMG 4.0T » CALL FOR DETAILS
SL63 AMG 6.3 » 560+BHP (+DE-LIMIT, RE-MAP & LOWER ABC SUSPENSION)
CL600 Bi-TURBO » 580+ BHP
SLK55 AMG » 420+ BHP (+DELIMIT)
320 CDi V6 » 274 BHP
350 CDi V6 » 312 BHP
420 /450 CDi V8 » 358 BHP

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R ROVER 4.4 SDV8 » 395+ BHP
R ROVER 3.0 TDV6 » 315+ BHP
R ROVER 3.0 SDV6 » 345+ BHP
EVOQUE/DISCO SPORT 2.2 DIESEL » 240+ BHP

PORSCHE

997 TURBO/S 3.8 INC PDK » 611 BHP
997 TURBO 3.6 » 625+ BHP
997 GT2 RS » 670+ BHP
996 TURBO/GT2 » 600+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
MACAN 3.0D » 315 BHP
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 315+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 315+ BHP

EXOTIC / MISC

FERRARI CALIFORNIA » 487 BHP
FERRARI 599 » 647 BHP
FERRARI 430 » 525 BHP
GALLARDO » 546 BHP
LP560 » 608+BHP
LP640 » 707 BHP
HURACAN » 640+ BHP
AVENTADOR » CALL FOR DETAILS
MCLAREN MP4-12C » 700 BHP
MCLAREN 650S » 720 BHP
MURCIELAGO LP640 » 707 BHP
MASERATI Ghibli 3.0S PETROL » 470 BHP
MASERATI Ghibli 3.0 PETROL » 400 BHP
MASERATI Ghibli 3.0 DIESEL » 312 BHP
MASERATI GT/QPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
BENTLEY 4.0 T V8 » 690 BHP
BENTLEY CGT / F-SPUR (INC 2013) » 680+ BHP
BENTLEY GT SPEED (INC 2013 ON) » 695 BHP
BENTLEY SUPERSPORT » 720+ BHP

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Stars of the future

A raft of great new models is coming in the next 12 months and beyond, and our unmissable 32-page guide tells you all you need to know



James Batchelor
James.Batchelor@dennis.co.uk
@JRRBatchelor

AE ONE thing was very clear at the recent Frankfurt Motor Show: the car industry is in fine fettle. From cheeky city cars and outrageous hypercars to new hybrids and all-electric SUVs, manufacturers have been busy prepping the models you want most.

And while some focus on delivering the best driving thrills and push the boundaries in terms of design, most offer something new in the shape of connectivity and making the daily commute that little bit more pleasurable.

To keep you up to speed with what's on the horizon, we've compiled this must-read special that showcases the cars destined for your local showroom in 2016 and beyond. The following 32 pages will put the spotlight on the cars you should be getting excited about, when they're coming and how much you can expect to pay.

So, if you're in the market to buy a new car, don't set foot in a dealership until you've read this first...



Your view

"An F-Pace with the dynamics and ride of an XE/XF, and the added practicality, will be awesome."

KA via autoexpress.co.uk

**1. JAGUAR F-PACE**

Price £34,170 **On sale** April 2016

THE F-Pace was finally revealed in September to an open-mouthed crowd at a Frankfurt race course. It performed a crazy loop-the-loop stunt in front of stunned onlookers, before taking a starring role on Jaguar's Frankfurt Motor Show stand.

The first cars will arrive in dealers in April, and there will be a choice of 3.0-litre petrol and diesel engines, as well as a less powerful 2.0 diesel emitting as little as 129g/km of CO₂. It's Jaguar's first SUV, and could even spawn a smaller model in 2017.

Buyers can spec their F-Pace with rear or four-wheel drive as well as manual or automatic gearboxes. The rear-driven manual is the most economical version, returning 57.7mpg, while the flagship supercharged V6 shares its engine with the storming F-Type.



Milos Dvorak

2. FIAT 500

Price £12,000 (est) **On sale** 2020

THE Fiat 500 has always favoured style over substance, so the all-new version due in 2020, as seen in our exclusive image, aims to change that. (The facelifted current car, tested on Page 90, will keep things ticking over until then).

We can expect the 500 to grow just a little in size, but bosses are keen to keep the proportions small, although it could spawn a five-door version. Inside it'll get a much more up-to-date design with a greater focus on connectivity. Even more personalisation will be offered, too.

**3. FORD RANGER**

Price £19,000 **On sale** 2016

FOR those who like their pick-up with a strong American flavour, the updated Ranger should appeal – even without V8 power. It's fitted with Ford's 2.2 and 3.2-litre diesels, with the former claimed to return close to 50mpg.

Suspension tweaks aim to improve the handling and refinement, while Ford's latest touchscreen infotainment system makes the cabin more car-like than ever. Plus, adaptive cruise control, lane assist and park assist appear on the options list for the first time, too.



Automedica

4. BMW 5 SERIES

Price £32,000 (est) **On sale** Summer 2016

WITH the current 5 Series still at the top of the class, the new model seems to have come around quickly. But 2016 will see it arrive with improved efficiency, a cutting-edge chassis and connectivity, and a sleeker profile.

The tech includes a carbon fibre-reinforced plastic (CFRP) body similar to that used in the i3 to keep weight down but improve strength and safety, and a plug-in hybrid drivetrain that will see a 530e model surpass 100mpg. Three-cylinder petrol engines will also feature.

Milos Dvorak



5. KIA HYBRID

Price £18,000 (est) **On sale** Summer 2016

WITH a growing number of manufacturers making increasingly economical hybrids, Kia is the latest to jump on the bandwagon. Its contender, illustrated in our exclusive image, is due next year, and rather than just fit a hybrid drivetrain to an existing model, the Korean firm will go down the same route as the Toyota Prius by making a standalone model known for its eco credentials.

But unlike the Prius, Kia's hybrid will be a stylish compact crossover – a wise move, given that it's the fastest growing market segment in Europe. With around 60mpg from a 1.6-litre petrol motor and electric engine, it won't be the most efficient hybrid available, but should be reasonably priced.

Christian Schulte



6. AUDI A8

Price £60,000 (est) **On sale** Spring 2017

SELF-driving tech, gesture control and futuristic organic LED lighting are just some of the innovations that the new A8 will bring to showrooms. Audi's flagship limo will also showcase the company's finest drivetrain technology, with a sub-100g/km e-tron model one of the range's highlights.

And as our exclusive image shows, gone will be the 'A4-but-bigger' styling conservatism of today's car, replaced by a more sporty, low-slung feel reminiscent of the Prologue concept unveiled at 2014's LA Motor Show.

Fast fact

New A8 will be the first Audi to showcase the brand's new styling direction under the eye of chief designer Marc Lichte, who took over the reins in December 2013.



7. LOTUS 3-ELEVEN

Price £82,000 **On sale** Now

THE 3-Eleven is Lotus doing what Lotus does best: an extremely light, extremely track-focused sports car.

It's the quickest car that Lotus has ever produced, in fact, putting its price into perspective – although you'll have to pay £115,000 for the road-legal version, which ditches the sequential racing gearbox for a six-speed manual.

What you'll get for that is a sub-900kg roadster with a 0-62mph time of just under three seconds and a power-to-weight ratio of 500bhp per tonne, good for a 185mph top speed.

Fast fact

The 3-Eleven is one of a handful of new cars promised from the Norfolk company. An SUV is on the cards, too, taking Lotus into new territory.

8. RENAULT MEGANE

Price £16,000 (est) **On sale** Spring 2016

THE best-selling Ford Focus will have a fight on its hands in 2016. As well as the new Vauxhall Astra, Renault's new Mégane will hit showrooms with a bold new look and a more upmarket cabin.

With Renault's new family face and striking C-shaped LED lights, it certainly cuts a dash among the current mainstream hatchback offerings. It's also lower, wider and longer than before, with a more purposeful stance.

Among the highlights inside the Mégane is a large portrait-style touchscreen, which dominates the dashboard.

The new model will launch with a range of four-cylinder petrol and diesel engines, while the flagship offering is a 202bhp 1.6-litre turbo petrol engine in sporty GT spec. Renaultsport will get a chance to show off what it can do with the Mégane in 2017, with a scorching new hot hatch to take on the Peugeot 308 GTi.

YOUR VIEW "Can't wait to see the Mégane estate! It's just a pity that they are not letting us have the Talisman in the UK." Jim via autoexpress.co.uk



Fast fact

Each of the individual leather seats features built-in speakers that amplify passengers' voices to improve in-car communication.

9. CITROËN GRAND CACTUS

Price £25,000 (est) **On sale** Summer 2017



WHILE the Grand Cactus name won't make production, Citroën showed us how such a car could look with the funky Aircross concept at this year's Shanghai Motor Show. Essentially a bigger and bolder version of the existing C4 Cactus, the hybrid SUV looks towards a seven-seat full-size crossover for production in the next couple of years.

Combining a 218bhp 1.6-litre THP petrol engine with a 95bhp rear-mounted electric motor, the model is capable of 0-62mph in 4.5 seconds, and can return 166mpg and deliver an all-electric range of 31 miles. While the production car will likely make use of Citroën's turbo petrol and diesel engines, a plug-in version is thought to be coming, too.

The concept featured 22-inch alloys and two 12-inch HD touchscreens, but we can expect the production car to sport a more conventional set-up. It'll still feature the smaller Cactus's innovative Airbumps, though.

**10. VAUXHALL ASTRA GSi**

Price £22,000 **On sale** Early 2016

WITH the Astra VXR set to be one of the more powerful hot hatches around, and roughly a match for the Ford Focus RS, Vauxhall has a big Focus ST-sized gap in the Astra range. That's where the GSi fits in, with its 2.0-litre turbo engine delivering around 250bhp.

The GSi will do 0-62mph in six seconds and be marked out by big wheels, a sporty bodykit and figure-hugging seats – but it won't be as hardcore as the VXR. A diesel GSi is likely, too, with improved economy.

**11. AUDI S4**

Price £40,000 (est) **On sale** Early 2016

THE all-new S4 was unveiled at the recent Frankfurt show, and ushers in a subtle look, save for the quad tailpipes, bigger wheels and chrome mirror caps. Full-fat styling is being reserved for the RS version, due to start worrying BMW M3 owners from 2017.

For now, the fastest A4 makes do with 349bhp from a 3.0-litre turbo V6, a 29bhp improvement, while torque goes up to 500Nm from 440. Quattro 4WD is standard; 0-62mph takes 4.7 seconds.

Fast fact

As well as being more powerful, the new S4 is around 75kg lighter than its predecessor thanks to the new MLB Evo platform that it's based on.



12. LEXUS LF-LC

Price £100,000 (est) **On sale** Summer 2017

WHEN the stunning Lexus LF-LC concept was unveiled at the Detroit Motor Show in January, it didn't just gun for the usual German suspects – it went much further than that. The LF-LC has the Aston Martin DB9 very much in its sights.

The 2+2 GT uses much of the technology of the production LFA supercar, but takes it further with twin 12-inch high-resolution screens and a full LCD instrument panel display among the highlights. It's a hybrid, of course, but one all about performance: around 500bhp driving the rear wheels is likely.

Fast fact

The name LF-LC stands for Lexus Future-Luxury Coupé, and the production car will sit right at the top of the Japanese company's model range when it arrives.



13. MITSUBISHI ASX

Price £18,000 (est) **On sale** Spring 2017

THE striking XR PHEV II unveiled at the Geneva Motor Show earlier this year gave us a big clue as to what the company's next ASX will look like. The highly futuristic cabin and small glasshouse will both become more practical (and cost-effective to build) for production, but the clever plug-in electric powertrain will remain.

That means all-electric drive with a small on-board petrol generator to charge the batteries when they're flat – a set-up that has, of course, been successfully employed by the BMW i3 range extender. The result is a CO₂ rating of just 40g/km.



14. VOLKSWAGEN PHAETON

Price £60,000 (est) **On sale** Autumn 2017

THE new Phaeton will be bigger and more luxurious than the car it replaces, which was this year withdrawn from sale in the UK due to Euro 6 emissions rules. And the C Coupé GTE Concept from this year's Shanghai Motor Show hinted at how it could look.

A plug-in hybrid drivetrain emitting around 50g/km of CO₂ is planned. But with VW eyeing cutbacks in the wake of the emissions scandal, the viability of the project is likely to be studied hard in the weeks ahead.

Fast fact

Because of its size the new Phaeton will be based on the same MLB platform that is already being used on the Audi Q7 and Bentley Bentayga.

15. McLAREN 540C

Price £126,000
On sale Early 2016

THE 540C will become the cheapest car McLaren has ever produced when it launches early next year. Part of the new Sports Series range, the 540C will sit below the more powerful 570S in the line-up and go up against the Audi R8 and Porsche 911 Turbo.

It's powered by the same 3.8-litre twin-turbo V8 you'll find in the 650S and P1, but has been detuned to produce 533bhp. McLaren claims that makes it good for a 0-62mph time of 3.5 seconds and a top speed of 199mph.

To separate the 540C from the 570S, the entry-level model gets a revised aero pack and 20-inch alloys. The dampers have also been retuned to deliver a softer and more comfortable ride, but remain adjustable and offer the driver the option to switch between Normal, Sport and Track modes when desired.

Fast fact

The 540C will be the roomiest car McLaren currently builds, having been designed from the outset to offer "great outward visibility and interior space".



Fast fact

The all-new 1.0-litre three-cylinder turbo engine Hyundai will offer in the i20 Active produces 118bhp and 172Nm of torque.

**16. HYUNDAI i20 ACTIVE**

Price £13,000 (est) **On sale** Early 2016

THE rugged new Hyundai i20 Active is set to land in dealers next year, commanding a small premium over the standard hatch on which it's based.

Billed as a rival for the Dacia Sandero Stepway, the i20 Active is already on sale in India, where it's badged the i20 Cross. As with the Dacia, it isn't available with four-wheel drive, although it does benefit from a raised ride height, beefier bumpers and chunky side skirts. It'll carry over the line-up of petrol and diesel engines from the standard supermini, including the upcoming 1.0-litre turbocharged three-cylinder.

The concept seen at the recent Frankfurt Motor Show was a five-door, and we don't expect a three-door i20 Active Coupé any time soon. Still, if SEAT's Leon Sport Cross concept is anything to go by, there may still be a market for sleeker three-door crossover hatchbacks.

**17. CITROËN C1 URBAN RIDE**

Price £12,000 (est) **On sale** Summer 2016

CROSSOVERS are getting smaller, so it was logical that Citroën would fashion one from the C1 city car, after its concept starred at the 2014 Paris Motor Show.

There's no pretence of it being a proper SUV, but with chunky plastic body cladding and a fabric panoramic roof that makes it part convertible, the Urban Ride is an appealing package. An improved standard spec means the price will be jacked up as well as the ride height, but it will give buyers a new alternative to the Fiat Panda 4x4.

**18. VOLVO S90**

Price £35,000 (est) **On sale** Late 2016

AN S80 replacement is long overdue, and our spies have caught Volvo's new BMW 5 Series rival ahead of its world debut next year. Inspired by the brilliant XC90, it'll be as safe, spacious and comfortable as any model from the brand, but will add minimalistic class and lots of tech.

Dominating the chic cabin will be a large portrait-style touchscreen, with D4 and D5 turbodiesels providing the power – the former good for 99g/km of CO₂. A T8 plug-in hybrid will cut that to 50g/km, but with far superior pace.

**19. BMW 330E**

Price £35,000 (est) **On sale** Early 2016

A BMW 3 Series with a six-second 0-62mph sprint time that returns 135mpg sounds like fantasy, but from next year it'll be reality. The 330e plug-in hybrid combines a 2.0-litre four-cylinder turbo petrol engine with an electric motor for 248bhp and an electric-only range of 21 miles.

It'll be the most efficient 3 Series on sale, with 44g/km of CO₂, meaning owners won't have to pay any road tax, all while being a whole lot quicker than the average 320d.

Your view

"You buy a BMW 3 Series with your brain; however, an Alfa Romeo is bought with your heart and soul."

Sheikh Fahd
via autoexpress.co.uk



20. ALFA ROMEO GIULIA

Price £24,000 (est) On sale September 2016

ALFA Romeo has been absent from the compact executive market for the past four years, and it's been a less glamorous place as a result.

While the brand's last attempt at a BMW 3 Series beater was the sharp-suited 159, the new Giulia revives a classic Alfa name and uses sensuous looks in a bid to win sales. Unusually, bosses revealed the hottest model first – the wraps came off the BMW M3-rivalling 4WD QV, with its 503bhp 3.0-litre V6 turbo, this year – but the range will include smaller-engined versions and numerous trim levels to battle the likes of the 3 Series, Mercedes C-Class, Audi's new A4 and the Jaguar XE.

There'll be a range of efficient diesels and turbo petrols to appeal to company buyers, and most Giulias will be rear-wheel drive to compete with rivals for thrills. The platform will also underpin Alfa's new SUV.



Driven

"Plug-in hybrid makes a compelling case for business users who prefer petrol power due to its low emissions."

Paul Bailey
Special contributor



21. SMART FORTWO CABRIO

Price £12,000 (est) On sale Early 2016

OVER two generations, Smart's ForTwo Cabrio has gained a considerable following, with over 220,000 sold globally.

The new version gets a three-layer fabric roof to keep wind and road noise out of the cabin, and it operates electrically in just 12 seconds – but more impressively, and unusually, at speeds up to 96mph. As per the coupé, a manual gearbox is available for the first time ever, and the car serves up either 70bhp from a 1.0-litre or 89bhp from a 0.9 turbo – at least until the hot Brabus arrives.



Milos Dvorak

22. SKODA 7-SEATER SUV

Price £23,000 (est) On sale Summer 2016

THE Yeti's popularity has given Skoda confidence to press on with a bigger seven-seater – revealed in our exclusive image – as it eyes 1.5 million global sales by 2018. A rival to the likes of the Hyundai's Santa Fe, the newcomer will be one of the most keenly priced seven-seaters on sale.

The usual range of 1.6 and 2.0-litre diesel engines will power the "Yeti Plus", alongside a 1.4-litre TSI turbo petrol. And as with the standard Yeti, Skoda's seven-seater will handle with tenacity yet boast formidable off-road ability.



23. FORD EDGE

Price £30,000 (est) **On sale** Spring 2016

THE Euro-spec Edge finally broke cover at the recent Frankfurt Motor Show. It's based on the new Mondeo and will sit above the EcoSport and Kuga SUVs in Ford's current model range.

It's designed as a cut-price alternative to cars like the BMW X3 and Audi Q5, and will major on space and practicality, with five seats and a big boot. Much of its dashboard and interior design is borrowed from the Mondeo, with tech such as inflatable seatbelts and Active Noise Cancellation carried over, too.

It'll launch with a pair of 2.0-litre TDCi diesel engines, with either 188bhp or 207bhp. The latter is only available with a six-speed auto gearbox, while the entry-level car makes do with a manual. Trim levels range from Trend, through Sport and Titanium – with 80 per cent of buyers expected to opt for the range-topping model.

Your view

"First decent looking Ford for years. Should do well if it is pitched right and plays on its US heritage." **Wheats**
via autoexpress.co.uk

Your view

"Looks like Ford's just blown a major hole in Volkswagen-Audi plans for global domination." **Paul101**
via autoexpress.co.uk



24. MERCEDES-AMG GT BLACK

Price £130,000 (est) **On sale** Winter 2016

WITH the GT gunning for the Porsche 911, it's no surprise that a hardcore Black edition is targeting the 911 GT3.

Already spied out testing, the car will feature body panels and interior parts made of carbon fibre to trim weight, as well as sharper steering, beefed-up brakes, bigger wheels and an aggressive aerodynamic bodykit.

Power will still come from a 4.0-litre twin-turbo V8, but boosted to around 550bhp, which should knock the 0-62mph time down to 3.2 seconds or thereabouts.



25. PEUGEOT 3008

Price £19,000 (est) **On sale** Early 2017

TODAY'S Peugeot 3008 crossover looks more like an MPV than an SUV, but because the latter are dominating sales, Peugeot is changing tack. The 3008 will take on a more 4x4-like look from 2017, with the new model pitched squarely at the Nissan Qashqai.

It will feel bigger inside than the Japanese car, though, with Peugeot keen to make the 3008 a success in China. A plug-in hybrid will feature alongside the usual four-cylinder petrol and diesel versions.



26. RENAULT 7-SEATER SUV

Price £22,000 **On sale** Spring 2017

RENAULT partnered with Nissan to co-develop the Kadjar alongside the Qashqai, and it turned out well, so a seven-seat SUV with X-Trail underpinnings is the logical next step.

The French company says it sees this as a more premium product than the Kadjar, rather than just a bigger version, so it will be priced accordingly and see quality improvements in the cabin. It will be powered only by the upper engines in the Kadjar range, with a 130bhp 1.6-litre diesel the base point.



26. SUZUKI BALENO

Price £12,000 **On sale** Summer 2016

SUZUKI already has a few small cars in its showrooms, so next year's revival of the forgotten Baleno badge – which was last used in Europe way back in 2002 – might initially seem slightly confusing.

However, the supermini that debuted at the recent Frankfurt Motor Show will offer more cabin space than the Swift and a bigger boot – in fact it will be one of the most practical cars in its class, according to Suzuki.

Power will come from a brand new 1.0-litre direct-injection turbo engine with 110bhp. Labelled Boosterjet, it emits just 103g/km of CO₂ and will soon appear right across Suzuki's range. There'll be a hybrid Baleno soon, too.



28. ASTON MARTIN DBX

Price £150,000 (est) **On sale** Summer 2017

WHEN Aston guessed what the future's luxury family car would look like, it wasn't an SUV. It was the DBX – an all-electric four-wheel-drive crossover GT. It looks like a coupé, but its minimalistic, tech-laden cabin seats four adults.

The zero-emissions, motor-in-each-wheel set-up of the concept will be ditched for a more conventional drivetrain in production – a hybrid petrol-electric, or perhaps Aston's first-ever diesel. With Aston looking to cut CO₂ emissions, this is a more attractive way of doing it than the Cygnet was.

Fast fact

DBX is part of a three-part strategy. Phase one is 'Stabilisation' – replacing the sports car line-up – two is 'Core Strengthening' and three is 'Portfolio Expansion', which is where the DBX comes in.

Problete



29. NISSAN LEAF

Price £22,000 (est) **On sale** Autumn 2017

WITH the Leaf almost solely responsible for sending the all-electric car into the mainstream, interest in 2017's new model is massive. So Nissan will pull out all the stops, giving the car a potential 300-mile range and, as our exclusive image shows, genuinely desirable styling.

Nissan is considering offering a host of battery options to keep costs down for buyers who can live with a lower range. But regardless, cabin space and performance will both improve – the new Leaf will do 0-62mph in under 10 seconds.

Fast fact

A Nismo version of the new Leaf isn't out of the question with Nissan having already developed an all-electric Leaf-based Nismo race car.

30. TOYOTA PRIUS

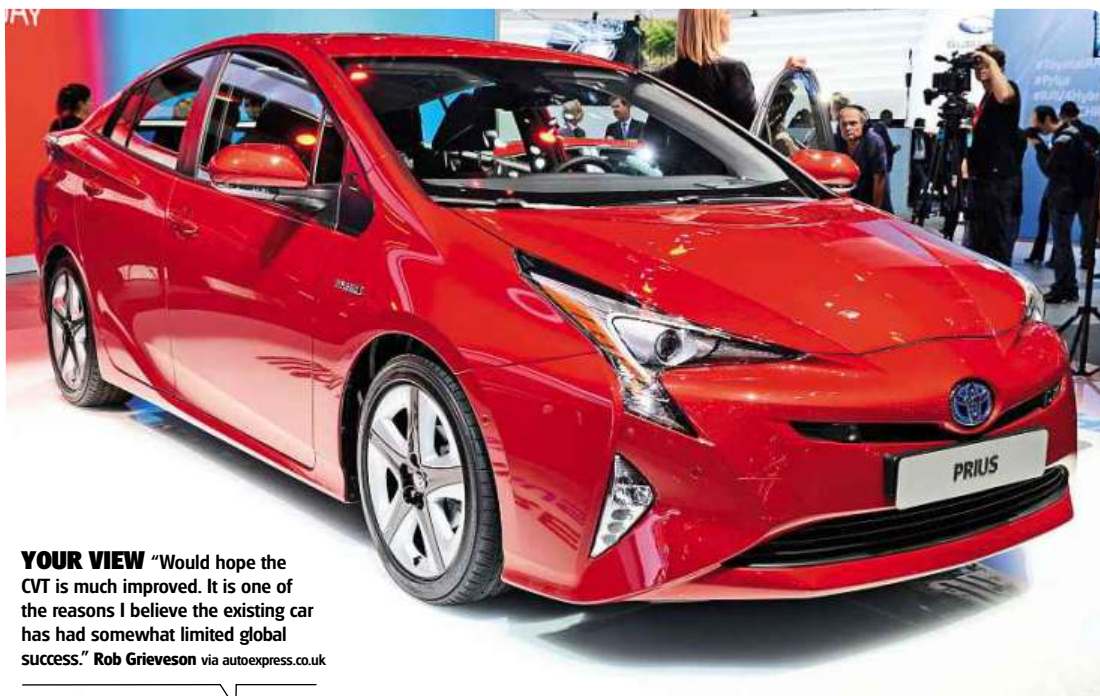
Price £25,000 (est) **On sale** Spring 2016

THE car that pretty much got the ball rolling for the hybrid revolution, the Prius has since been overshadowed by fashionable plug-ins and range extenders such as the BMW i3.

But this all-new model, on sale in early 2016, hopes to win round buyers and claims to "establish new benchmarks in fuel economy".

The angular styling might not be to all tastes, but the all-new modular platform underneath will spawn a host of new Toyotas in future. The Prius will still come with a 1.8-litre petrol engine and an electric motor and CVT transmission, but economy could surge to as much as 90mpg and CO₂ emissions are likely to be around 70g/km.

The electric motor will also be mounted at the rear, creating an 'e-4WD' system to boost grip in wet conditions. A new Prius Plug-in will also debut with slightly different styling, increasing the electric only range to 15.5 miles.



YOUR VIEW "Would hope the CVT is much improved. It is one of the reasons I believe the existing car has had somewhat limited global success." **Rob Grievson** via autoexpress.co.uk

31. FERRARI 488 SPIDER

Price £210,000 **On sale** Spring 2016

WE first saw the sensational Ferrari 488 at the Geneva Motor Show back in March. But just six months later, the lid has been lifted on the drop-top version, ahead of first deliveries in 2016.

The Spider carries over the coupé's new 3.9-litre turbocharged V8, which develops 660bhp at 8,000rpm, as well as 760Nm of torque from only 3,000rpm. The engine is hooked up to a seven-speed dual-clutch automatic transmission, and allows the car to accelerate from 0-62mph in a mindblowing three seconds flat. That's an identical sprint time to the fixed-roof 488 GTB, and four-tenths faster than the outgoing 458.

As well as that sublime V8, the 488 Spider benefits from a host of electronic trickery filtered down from Ferrari's Formula One team. The second-generation Slide Slip Angle Control System (SSC2) gives drivers greater freedom with throttle inputs, with less intrusive traction control. This works with the more responsive steering and throttle to make the car 12 per cent faster out of tight corners.

Fast fact

Two-piece hard-top is 25kg lighter than 2005 F430 Spider's fabric roof. It folds electronically under 488's new flying buttresses in 14 secs.



Automedia

32. AUDI A5

Price £30,000 (est) **On sale** Sept 2016

AUDI will follow up its all-new A4 with a new A5 using the same platform. As our spy shot shows, it will be far more rakish and, as before, come first as a two-door coupé, then later as a more practical five-door Sportback.

As well as being lower and wider than the A4, it will be lighter and more efficient than the car it replaces, plus far more refined. The lower-powered 148bhp 2.0-litre TDI version will emit less than 100g/km of CO₂ – and this in a coupé likely to set new quality benchmarks in the class.



Pohlete

33. ROLLS-ROYCE SUV

Price £300,000 (est) **On sale** Summer 2018

AFTER Bentley unveiled its Bentayga SUV to much fanfare, Rolls-Royce is set to produce a rival. The car – revealed in our exclusive image – is likely to be called Cullinan at launch in 2018, and be bigger, pricier and more luxurious than the Bentley; Rolls boss Torsten Müller Ötvös told us the Bentayga would become “clearly the number two”.

Power for the five-seat SUV will come from a version of the Dawn's 6.6-litre V12, tuned to surpass 600bhp and 800Nm of torque. It'll be the definition of effortless.



Milos Dvorak

34. ABARTH 500X

Price £22,000 (est) **On sale** Winter 2016

FIAT'S cheeky ad saw a 500 grow into a crossover after 'swallowing' a little blue pill. Well, now tuning arm Abarth is set to pump the 500X up further, creating a 200bhp rival to the Nissan Juke Nismo RS and MINI Countryman JCW, and our exclusive image shows how it could look.

Yet the Abarth 500X would get far more than just a flash bodykit, as it's likely to use the Alfa Romeo 4C's 1.75-litre turbo. That would mean 0-62mph in less than seven seconds with an extremely fruity soundtrack to match.



Milos Dvorak

35. BENTLEY CONTINENTAL GT

Price £150,000 (est) **On sale** Early 2017

THE Continental GT has been a big hit for Bentley (and the VW Group), and 2017's new Mk3 car will be altogether sleeker, as our exclusive image suggests, taking a leaf from the styling of the stunning EXP 10 Speed 6 concept.

A prototype was spied recently on UK plates disguised as a Porsche Panamera – whose chassis the GT will share – and entry-level cars will get a 4.0-litre twin-turbo V8. Yet a plug-in hybrid will emit 100g/km of CO₂ – amazing for a Bentley – with better acceleration, refinement and comfort.



Milos Dvorak

36. VAUXHALL INSIGNIA

Price £17,000 (est) **On sale** Spring 2017

VAUXHALL'S next Insignia will go further upmarket with an emphasis on technology and premium cabin quality when it hits dealers in 2017. Not only that, it will debut a new styling direction – revealed in our exclusive image – that's far more rakish and sophisticated, designed to steal custom away from the German executive saloon set.

A tough task, but by upping quality, refinement and space, and adding tech like a plug-in hybrid drivetrain – without hiking the price – Vauxhall feels it's achievable.



Automeia

37. FORD KA PLUS

Price £9,000 (est) **On sale** Spring 2017

THE current Ka has never hit the heights of the Mk1, so Ford's said to be planning to change tack with the next version. The Mk3 – which could be called Ka Plus to set it apart from the quirky original – will focus on space and value as it targets older and more cost-conscious buyers.

As our spy shot shows, it'll be a five-door – a Ka first – and have class-leading boot space, plus seating for five. Ford's three-cylinder EcoBoost petrol engine will make 60mpg possible for this Hyundai i10 and Kia Picanto rival.



38. LAND ROVER DEFENDER

Price £35,000 (est) **On sale** Summer 2018

AFTER 67 years in production, the Land Rover Defender will be replaced by a completely new model in 2018, yet the utilitarian and rugged appeal will remain. And it will be a world away from the original, brought bang up to date with tech and safety kit from other Land Rovers, so expect camera-based driving aids and infotainment.

We can also expect it to benefit from Land Rover's expertise in crafting plush SUVs. What's certain is a more luxurious and modern design inside – previewed by the DC100 concept at the Frankfurt Motor Show in 2011. The Defender could also make the switch to an aluminium body and chassis that would help to dramatically reduce weight over the old model. The engine range will be modernised, too, with the newcomer expected to be powered by Jaguar Land Rover's new four-cylinder turbocharged diesel engine. Plus, there could be a more powerful V6 on offer.



39. ALFA ROMEO MiTo

Price £14,500 (est) **On sale** March 2016

WITH Alfa Romeo focusing most of its time and budget on the new Giulia, the MiTo will make do with tweaks in 2016 rather than a ground-up redesign, despite being seven years old – and our spies have caught the fresh car on test.

A facelift in 2014 saw Alfa add Fiat's 67mpg 0.9-litre TwinAir petrol engine, yet 2016 will bring mainly visual tweaks. Grille and headlight revamps sharpen it up and bring it in line with the Giulia, while improved kit levels add value. CO₂ emissions will be slightly reduced, too.



40. MITSUBISHI SHOGUN

Price £28,000 (est) **On sale** Late 2016

THE 10-year-old Mitsubishi Shogun is feeling ancient now, and there's been an explosion in demand for upmarket 4x4s during its lifespan. So, 2016's model will be less utilitarian, with better refinement and road manners. Still, the current car's off-road prowess will remain.

The GC-PHEV concept (above) from 2013 hinted at how the new Shogun could look – and it may be joined by a stylish Shogun Sport, a rebadged version of the Pajero Sport model which was recently unveiled in Thailand.



41. MINI COUNTRYMAN

Price £21,000 (est) **On sale** Spring 2017

WITH the MINI now in its third generation and the Clubman just around the corner, 2017's Countryman, revealed in our spy shot, will follow with more practicality and new features. The additional bulk will put more space between it and the Clubman and push it into BMW X1 territory.

It will get styling treatment to ape the latest MINI family, including bigger headlamps, better interior quality and the central circular display. There'll be a new platform, and All4 four-wheel-drive cars will be capable in the rough, too.



42. KIA SPORTAGE

Price £18,000 (est) **On sale** Spring 2016

THE current Sportage was a styling revelation for Kia, and the next-generation model will be more of the same. Proportions will be unchanged, but details like its bold 'tiger nose' grille, striking LED headlamps, daytime running lights and rear light signatures make it really stand out.

Kia says the Sportage will offer more refinement and better cabin quality than any car the brand has ever produced, and the recent Frankfurt Motor Show star certainly confirmed the latter – soft-touch surfaces and a large, classy touchscreen dominated the dashboard.

Driven

"New Sportage looks to build on the old car's success in nearly every area."

Cat Dow
Consumer writer



43. BENTLEY EXP 10 SPEED 6

Price £200,000 (est) **On sale** Autumn 2017

AFTER the Bentley EXP 10 Speed 6 wowed the 2015 Geneva Motor Show, a production model seems a near certainty. A beautiful combination of new-school tech and old-school Bentley grace, the two-seat, long-nosed coupé will sit above the Continental GT as a British rival to the Ferrari FF.

It will be a different beast to the Italian upon its arrival, though, with a distinctly more luxurious feel despite offering a lot of power – over 600bhp from a 6.0-litre W12 engine, as found in its Bentayga SUV sibling.

Fast fact

Bentley wants a fifth model to form part of its sales growth, and this could be it. Spearheaded by the Bentayga SUV and aided by the EXP 10, Bentley could nearly double its volume by 2020.



Poblete

44. JAGUAR "BABY" F-PACE

Price £28,000 (est) **On sale** Early 2017

THE Jaguar F-Pace is only just on sale, but attention is already turning to a more rakish version due in 2017 and revealed in our exclusive image. While it's yet to get a name, it will be a sportier alternative to the Range Rover Evoque.

It will still have five doors and space for five, but a smaller footprint and significant use of aluminium for the chassis and body will make it very efficient – and distinctly more dynamic than the F-Pace. It'll be powered by Jaguar's new Ingenium diesel engine and available with two-wheel drive.

Fast fact

The baby F-Pace is likely to be one of the first models built in Jaguar's new production facility in Austria when it arrives in 2017.

45. INFINITI QX30

Price £27,500 **On sale** Spring 2016

WE'RE yet to see the production version of Infiniti's QX30 crossover, although the covers have been pulled from the Q30 hatchback on which it's based. That car was revealed in full at the recent Frankfurt Motor Show, and it goes on sale towards the end of the year.

While the Q30 will rival BMW's ever-popular 1 Series and the Audi A3, the QX30 is expected to take the fight to the new BMW X1 and established Audi Q3. It's essentially a jacked-up version of the Q30, with sharp creases and high haunches paired with raised suspension for an elevated driving position.

Engines and trims are likely to mirror the hatchback's, with a range of Mercedes-sourced petrol and diesel options. In fact, the Q30 and QX30 share their underpinnings with the A-Class and GLA – both of which have been on sale in the UK for more than 18 months.



YOUR VIEW "Launch the QX30 looking exactly like that, and it could well be the product that finally sees Infiniti get some decent sales." **HTG** via autoexpress.co.uk

Fast fact

The name Niro refers to the type of stainless steel the concept is made from, but those wild doors aren't likely to make production.

**46. KIA NIRO**

Price £15,000 (est) **On sale** Early 2018

KIA is one of a number of manufacturers busy developing a Nissan Juke rival, and the Niro concept revealed at 2013's Frankfurt Motor Show gave us our best look yet at the new crossover. Although it was a design study, we can expect this car's squat stance and overall proportions to filter through into production.

The 'tiger nose' grille, which has become a trademark design cue for the Korean manufacturer, is almost certain to grace the front end of the newcomer, just like it does on the latest Optima large saloon and Sportage SUV.

Under the bonnet, we can expect the Niro to be offered with a choice of three engines and two gearboxes. Kia's all-new 1.0-litre three-cylinder petrol engine will certainly be on the list, while the larger 1.6 petrol turbo and a 1.7-litre diesel should also be available. There is the possibility of a hybrid Niro being offered as well.

**47. BMW X4 M40i**

Price £55,000 **On sale** Late 2016

BMW doesn't plan to build a full-blown X4 M in the same vein as the V8-powered ultimate versions of the X5 and X6. But buyers won't miss out, as a top-spec M40i has been launched with a 355bhp 3.0-litre straight-six turbo.

The car promises performance to rival Porsche's Macan Turbo, with 0-62mph in 4.9 seconds, as well as sportier springs and damper rates and an active sports exhaust. Only trouble is, it hasn't been confirmed for the UK yet.

**48. RENAULT SCENIC**

Price £20,000 (est) **On sale** Spring 2017

THE Espace is no longer sold here, but from 2017 Renault will offer big families two great options in a seven-seat SUV and an all-new Scenic. The MPV will be bigger, more comfortable and greener, with a higher-quality finish.

Yet the real revelation is how upmarket the Scenic will feel, with executive ride quality and a large touchscreen inside. Cabin flexibility will still be a strength, with space for seven, loads of storage and one-pull fold-flat seats.

**49. PORSCHE PANAMERA**

Price £65,000 (est) **On sale** Late 2016

IT won't be hard for Porsche to make the next Panamera more attractive. Our spies have caught the car on test, and designers will craft a more coherent, sharp-edged look – and if the Mission E concept is a guide, it will be stunning.

Inside, the dash will be decluttered, while the engines will be tweaked to offer more power and efficiency. Expect a 280bhp 3.0-litre V6 diesel at one end and a 580bhp twin-turbo V8 at the other, as well as a plug-in hybrid.



50. DS 4

Price £19,500 **On sale** November

NOW DS is a standalone brand, the entire range will be widened and updated over the next few years. And the DS 4 has been given a comprehensive mid-life facelift.

For starters, the new range, on sale in November, is being divided in two. The standard model benefits from a drop in ride to allow for the introduction of a Crossback version, with a jacked-up ride height, skid plates, bigger wheels and roof bars. As well as tweaked styling front and rear, there's a simplified interior, with a new touchscreen that's allowed a dozen dashboard buttons to be removed.



51. BUGATTI CHIRON

Price £1.5m (est) **On sale** Summer 2017

HOW do you follow up the most spectacular hypercar of modern times? You out-Veyron the Veyron, that's how. Bugatti is said to be working on a target of 1,500bhp from a petrol-electric drivetrain for the new Chiron (previewed by the Concept Vision Gran Turismo, above).

The new drivetrain could deliver a 260mph-plus top speed, and a 0-62mph time of less than two seconds. The big question, though, is whether the car will ever see the light of day. With the VW Group looking at cutbacks, the Chiron is one car sure to come under intense scrutiny.



52. SKODA YETI

Price £18,000 (est) **On sale** Spring 2018

AFTER the success of the original Yeti, Skoda will push 2018's Mk2 car upmarket, pitching it very close to the VW Tiguan. The brand's already toned down the gawky original as part of a facelift, and the car – revealed in our exclusive image – will ditch all utilitarian traces.

All black plastic cladding will go, and the van-like two-box shape will make way for something sleeker and more sculpted – although the Yeti will still be great off-road. As before, there will be two and four-wheel-drive versions, plus a plug-in hybrid for the first time.



53. HONDA NSX

Price £120,000 **On sale** Late 2016

ON one side of Honda's production range is the zero emissions FCV; on the other is the Ferrari-baiting NSX supercar. Development has been protracted – the original came in 1995 and this replacement arrives next year after being announced in 2007 – but the wait will be worthwhile.

The car combines a petrol V6 and three electric motors to deliver 550bhp via a twin-clutch gearbox, and promises physics-defying handling. Yet fuel economy will be on par with that of a diesel family hatchback. Everyone's a winner.

Fast fact

Just like the previous generation, the all-new NSX is likely to get even hotter. Engineers have dropped hints that the standard version offered at launch will be followed up by an NSX Type R.

54. LAMBORGHINI HURACAN SPYDER

Price £190k (est) **On sale** Spring 2016

TAKING the roof off the Lamborghini Huracán was only ever going to bring stunning results...

As with the Gallardo Spyder it replaces, the Huracán uses a folding fabric roof rather than a complex metal arrangement to save weight. At the touch of a button, the roof stows behind the driver in 17 seconds at speeds of up to 31mph.

What remains unchanged over the coupé is the howling 602bhp 5.2-litre V10 engine and four-wheel-drive set-up. Due to the extra weight needed for strengthening, the Spyder takes two-tenths longer to get from 0-62mph, posting a sprint time of 3.4 seconds, but it can still hit 200mph with the roof down. It will also feature Lamborghini's cylinder-on-demand technology, which shuts down five of the 10 cylinders on partial throttle to help conserve fuel.

The Spyder is likely to cost around £10,000 more than the coupé, which starts at £180,720.

YOUR VIEW "I drive an Audi R8 V10 Plus, which has the same engine as the Huracán. My next car will surely be the Lamborghini if the next R8 doesn't prove to be amazing."

3rascalsprod via autoexpress.co.uk



Fast fact

The glass behind the cockpit can be lowered electrically so driver and passenger feel even closer to the V10 engine's spine-tingling soundtrack.

YOUR VIEW "Land Rovers of old were always soft-tops, so this is just following the company's heritage." **Def90Cars** via autoexpress.co.uk

Fast fact

After the original concept starred at 2012's Geneva Motor Show, Land Rover's confirmed the production convertible will debut at November's LA show.



55. RANGE ROVER EVOQUE CONVERTIBLE

Price £40,000 (est) **On sale** Spring 2016

WE'VE known about Land Rover's plans to bring back a soft-top for a while, and the Range Rover Evoque Convertible will arrive next year. Unlike the Freelander's fabric roof, it'll get a full-length electric top, and will occupy a trendier, more premium market position.

However, the brand hasn't forgotten its roots, as the cabrio should be every bit as capable off-road as the hard-top Evoque. It'll even have a clever Roll Over Protection System (ROPS) that won't pop up errantly in extreme off-road situations. Under the skin it'll use the new Ingenium diesel and (for now) the Ford-sourced turbo petrols. Cost? Expect this image-led cabrio to kick off from around £40,000.



Automedia



56. MAZDA CX-9

Price £32,000 (est) **On sale** Summer 2017

THE old CX-7 sat uncomfortably between the popular Nissan Qashqai-sized crossover set and premium SUVs like the BMW X5, so Mazda will make its replacement's position clearer. The new CX-9, although not confirmed for the UK, will go larger and more upmarket, as a big, plush, sporty SUV – leaving the CX-5 to do the crossover business.

It will be packed with kit including leather, active cruise control, four-zone climate control and an infotainment touchscreen. A 2.2-litre diesel will provide 60mpg.



57. MERCEDES V-ISION-E

Price £50,000 (est) **On sale** Summer 2017

CLUNKY name aside, the V-ISION-E is a slick look at the future of the people carrier. A V-Class with plug-in hybrid tech, it boasts a very non-MPV 6.1-second 0-62mph time, an all-electric range of 30 miles and a 71g/km CO₂ rating.

Its sheer size means space isn't affected by the petrol-electric set-up, which combines a 207bhp engine and 118bhp electric motor. That leaves room for reclining exec seats, leather-trimmed tables and class-leading boot space. The production car will be an eight-seater.



58. INFINITI Q60

Price £38,000 (est) **On sale** Late 2016

IF the Q60 Concept displayed by Infiniti at the 2015 Detroit Motor Show is close to next year's production car, it'll be very special indeed – and make buyers think twice about ordering that BMW 4 Series.

With the previous Q60 never really a serious executive coupé contender, the new car will get 2.2-litre diesel and petrol-electric hybrid drivetrains for improved economy. The 2+2 coupé will offer decent seating for two adults in the rear, and be packed with standard kit.



59. KIA GT

Price £35,000 (est) **On sale** Autumn 2017

HISTORICALLY, Kia is great at producing lovely concept cars but not so good at following them up with similarly striking production models. But all that's set to change with the GT, which will become a stunning flagship four-door coupé.

Some are even calling it a "cut-price Panamera", and while Porsche comparisons may be taking things a little too far, this'll be Kia's highest-quality, quickest and most engaging driver's car ever. Aside from the usual four-cylinder petrol and diesel models, a high-performance V8 GT is said to be on the cards.

Fast fact

Sources within Kia say that the GT's striking shape has already been signed off by design chief Peter Schreyer, although the original show model's 'suicide' doors won't make it to production.



60. SEAT 20V20

Price £27,000 (est) **On sale** Summer 2020

A SEAT crossover has been a long time coming, with the Spanish brand seemingly a perfect fit for such a model – and there are currently three SUVs waiting in the wings. The first will be a Nissan Qashqai rival with cabin architecture and styling inspired by the hugely popular Leon.

The second will be a smaller crossover, appealing to younger buyers looking for more space than an Ibiza can provide and likely to rival the Nissan Juke. Then the brand will launch an SUV flagship, previewed by the striking 20V20 concept. This model will be a similar size to Audi's Q5 and is scheduled to appear in showrooms in the middle of 2020.



61. FERRARI F12 SPECIALE

Price £275,000 (est) **On sale** Late 2016

AS with the spectacular 458 Speciale, the latest Ferrari supercar to bear the name will be a stripped-out, more powerful and even more engaging F12. Expect 760bhp from its V12 – up from 731bhp – and carbon fibre body panels and seats, and our spies have spotted it on test.

The result is a sharper, quicker F12 capable of a three-second dash from 0-62mph and 211mph. That's where your additional £30,000 goes – and if you're at this end of the market, you'll agree it's money well spent.

Fast fact

The 458 Speciale was 90kg lighter than the standard car, and the race-focused F12 is likely to deliver a similar weight saving.

62. NISSAN PULSAR NISMO

Price £23,000 (est) **On sale** Mid 2016

NISSAN'S official racing arm Nismo will breathe some life into the conventional Pulsar hatch next year to make it a true Ford Focus ST rival. Initially seen as a concept at the 2014 Paris Motor Show, the Pulsar Nismo will arrive within the next 12 months priced from around £23,000 – undercutting most of its main rivals.

The Nismo treatment's certainly injected some excitement into the otherwise rather humdrum-looking hatch. A deep front bumper with a red splitter gives a far more aggressive look, mirrored at the back with gaping air intakes, a diffuser and two centrally mounted exhausts.

Under the bonnet, Nismo's extracted 247bhp from Nissan's 1.6-litre four-cylinder petrol engine, while a limited-slip diff and retuned suspension set-up will also be added to help contain the power upgrade. There's also talk of a Nismo RS with as much as 275bhp.





63. PORSCHE MISSION E

Price £75,000 (est) **On sale** Spring 2017

A STUNNING preview of Porsche's future that's closer to showrooms than you think, the Mission E provides a glimpse of the German performance brand's first full-scale all-electric production car.

It's probably Tesla's biggest new concern, too, as the sleek four-door coupé sends 592bhp of battery power to all four wheels to cover 0-62mph in just 3.5 seconds. Yet it also promises a range of 310 miles, and claims to be quicker to charge than a Tesla using a Supercharger, with an 80 per cent charge rate achievable in as little as 15 minutes. That swooping, aerodynamic body is constructed from a mix of aluminium, steel and carbon fibre-reinforced polymer, and is said to have a centre of gravity similar to the 918 hypercar.

The figures (and the striking looks) tell most of the story, but it's a techno-fest in other ways, with wireless inductive charging and eye tracking software making an appearance. With the Model S currently hogging the super-EV limelight, Porsche wants this on sale as soon as possible, so we could see it as early as 2017.



64. VAUXHALL ZAFIRA

Price £22,000 (est) **On sale** Late 2016

DADDY Cool is too cool for an MPV these days, which is why Vauxhall will replace the Zafira people carrier with an SUV. It's a 'me too' approach responding to the success of the Nissan Qashqai and rivals, but why not?

The spacious SUV, revealed in Opel guise in our exclusive image, will be built in partnership with PSA Peugeot-Citroen, which will reduce costs through parts sharing. It'll be more refined than any Vauxhall SUV before it, with power coming from the latest 'Whisper' diesel engines.



65. BMW M2

Price £44,070 **On sale** April 2016

THE eagerly awaited successor to the 1 Series M Coupé is almost with us, offering a rapid, slightly smaller and cheaper alternative to the M4. As our picture shows, it adds some muscle to the familiar 2 Series body.

Unlike the 1M, though, the M2 will be available with manual and automatic gearboxes. Under the bonnet lies an uprated version of the M235i's turbo straight-six engine, but with 370bhp. That means 0-60mph takes 4.5 seconds for the manual and 4.3 seconds for the auto.



66. SSANGYONG TIVOLI LW

Price £15,000 (est) **On sale** Spring 2017

SSANGYONG is crafting some excellent concepts, with the Frankfurt Motor Show hosting the striking XLV-Air. The good news is, the XLV previews a Long Wheelbase version of the Tivoli compact crossover – making it more of a Nissan Qashqai rival, but a considerably cheaper one.

The brand will wait to see how the new Tivoli fares before committing to a larger model, but like the standard car it would come with 1.6-litre petrol or diesel engines and front or four-wheel drive.



Christian Schulte



68. AUDI Q5

Price £32,000 (est) **On sale** Summer 2016

AS the Q5 is now the oldest SUV in Audi's line-up, its replacement – due in the middle of next year – will be most welcome. The long-awaited model, revealed in our exclusive image, promises better refinement, space and efficiency, as the brand seeks to make it a true junior Q7.

Its cabin will be similar to the latest A4 saloon's, yet the biggest leap from old Q5 to new will not necessarily be the styling; it'll be the quality and technology on offer. The Virtual Cockpit that debuted in the TT will be available, and there'll also be an e-tron plug-in hybrid capable of a 30-mile electric range and over 100mpg.



69. FIAT TIPO

Price £15,000 (est) **On sale** Sept 2016

FIAT will once again compete with the likes of the Ford Focus and Vauxhall Astra with its new compact hatch, which sees the return of the Tipo badge to the UK.

Previewed by the Agea concept (above) – a name the saloon version will wear only in Turkey – it's due in September of next year, and will be available as a spacious five-door and a more practical estate.

The model should come with 1.4 and 1.6-litre petrol engines, and Fiat is likely to offer 1.3 and 1.6-litre diesels, too. Fiat will be pitching it at the lower end of the hatchback segment, so expect prices from £15,000.



70. MASERATI LEVANTE

Price £40,000 (est) **On sale** Summer 2016

THE Maserati Levante will soon be the most exotic SUV this side of the Lamborghini Urus, giving potential Jaguar F-Pace and Porsche Cayenne customers something to think about.

Set to debut at the 2016 Geneva Motor Show, it will sit somewhere between those two rivals in size and price, with power ranging from a 247bhp diesel to a 400bhp petrol V8. The Levante could also house a petrol-electric hybrid from 2017, offering the best of both worlds: the performance of the V8 with 50mpg average economy.

67. SEAT LEON CROSS SPORT

Price £30,000 (est) **On sale** Summer 2016

WHILE we wait for SEAT's proper SUV range to develop, the Spanish brand has whetted our appetite with a crossover version of the three-door Leon Cupra. Called the Cross Sport, it really is a Jack of all trades, with the VW Golf R powertrain underneath pumping 296bhp through all four wheels and a DSG auto box. It races from 0-62mph in just 4.9 seconds – the same time as the Golf and a second faster than the standard Cupra. It even gets a trick electronic diff to control the power.

A 41mm raised ride height and rugged styling additions will help it tackle rough tracks, while the Cupra's stylish three-door shape, a bright colour scheme and 19-inch two-tone alloy wheels mean it stands out from the crowd. It's only a concept for now, but Auto Express understands there is a huge amount of enthusiasm within the company for the project to get the green light. A production version could be powered by the show model's 296bhp engine or by a more wallet-friendly 2.0-litre diesel.



**Fast fact**

Amazing lap time the M4 GTS set around the Nürburgring matches that of original McLaren MP4-12C, and is helped by an innovative water injection system.

71. BMW M4 GTS

Price £122,500 (est) **On sale** March 2016

THE BMW M4 GTS is a louder, lighter and faster version of the M4 Coupé. Only 700 will be made available, with 30 coming to the UK. Building on the success of the previous M3 GTS, it should cost £122,500 when it goes on sale next year.

It's 30kg lighter than the standard M4, and a 68bhp boost takes it to 493bhp. That means 0-62mph in 3.8 seconds and a 190mph top speed, making it the fastest BMW ever to lap the Nürburgring Nordschleife, in seven minutes 28 seconds. The normal M4 takes 24 seconds longer. This lightweight M4 gets a carbon fibre bonnet, front splitter and rear wing. There's a titanium exhaust, plus unique alloys with Michelin Pilot Sport Cup 2 tyres. Carbon-ceramic brakes are standard, as are adjustable dampers.



Automedia

**72. RENAULT MEGANE RS**

Price £26,000 (est) **On sale** Late 2016

AN all-new Mégane debuted at the recent Frankfurt Motor Show, and our spies have snapped a Renaultsport version. Set to get 300bhp from a 2.0-litre turbo, it'll not only keep pace with the Honda Civic Type R and SEAT Leon Cupra 290, but also address criticisms of the current Mégane RS.

Ride and cabin quality will improve significantly, as the car is pitched between the quite reserved Cupra and madcap Type R. Handling will remain its strength, with a mechanical limited-slip diff enabling startling lateral grip.

**73. DACIA DUSTER**

Price £9,000 (est) **On sale** March 2016

UNUSUALLY, the Dacia Duster facelift was revealed in 2013 but went on sale only in left-hand-drive European markets. From 2016, though, we'll get a cleaned-up Duster in the UK, benefiting from smart-looking daytime running lights housed in an altogether neater, tidier-looking grille.

Refinement will be improved with the introduction of a new 123bhp 1.2-litre turbo petrol, which even in the 4x4 Duster will approach 50mpg. A welcome and classy makeover for the French-Romanian budget SUV.

Automedia

**74. JAGUAR F-TYPE SVR**

Price £100,000 (est) **On sale** Sept. 2016

A SUPERCHARGED 600bhp 4WD F-Type SVR will soon be the most extreme Jag since the XJ220. Already spied on test, it'll get an aerodynamic bodykit, sharper steering, stiffened and lowered suspension, plus racing-spec seats – making today's F-Type R look and feel relatively benign.

Virtually fade-free stopping power will come from carbon-ceramic brakes, and with all that traction and a snappy eight-speed auto, 0-62mph will take well under four seconds. Don't expect to exceed 20mpg, though.



75. NISSAN JUKE

Price £14,000 (est) **On sale** Summer 2018

DEVELOPMENT of the second-generation Nissan Juke is well underway, after the original car started a small crossover niche that's now Europe's fastest-growing sector. The styling will be as bold as the Mk1's, taking cues from the recent Gripz concept (above), but Nissan will look to address the lack of space and load capacity, and improve cabin quality.

The Juke is due to be built at Nissan's Sunderland plant, and a plug-in hybrid model is almost certain, with talk of a range-extender with the petrol motor acting only as a generator for the batteries.

Your view

"Gripz is awesome! I want a car like this. Love the coupé/crossover." **Oil** via autoexpress.co.uk



76. LEXUS LF-C2

Price £40,000 (est) **On sale** Autumn 2016

THE 2014 LA Motor Show saw the debut of the roofless LF-C2 – and it really was roofless, with no folding hood in sight, fabric or otherwise. Nevertheless, the concept showed the look of an RC convertible, which would take on the Audi A5 Cabriolet and drop-top BMW 4 Series.

Very pretty it is, too, and likely to be frugal, with power coming from a petrol-electric hybrid set-up that does 66mpg in the IS 300h saloon. There'll be an RC F version as well, set to cost £70,000 and powered by the same 5.0-litre V8.

Fast fact

Inside, the show car was finished in the same vibrant yellow as the bodywork, with LED lights along the window line – although it's not clear whether they'll make production.



77. BENTLEY 'BABY' BENTAYGA

Price £100,000 (est) **On sale** Late 2017

BENTLEY hinted to us at Frankfurt that the all-new Bentayga is far from the end of its SUV plans. With the mid-sized SUV sector absolutely booming – think Audi Q5 and Porsche Macan – the brand could serve up an ultra-luxury version hinted at in our exclusive image.

With the wealth of VW's platforms to work from, not least the next Continental GT's new MSB, Bentley could easily create a compact super-SUV. Powered by relatively efficient V6s, it would sell like handcrafted artisan hot cakes.

Fast fact

Bentley plans to sell 3,000 to 4,000 SUVs a year with the Bentayga; and a smaller 4x4 could help the brand achieve its target of 15,000 sales annually by 2018.

78. ASTON MARTIN DB11

Price £170,000 (est) **On sale** Late 2016

IT'S been a long time coming, but the beautiful DB9 – a car at the heart of the Aston Martin range – will be replaced by the DB11, which is set to arrive in late 2016. Under the bonnet should be a development of the existing Ford-built 6.0-litre V12, possibly turbocharged for added power and better efficiency.

The DB11 – illustrated here in our exclusive image – could also be available with a V8 engine. The likely candidate will be Mercedes-AMG's latest 4.0-litre twin-turbo, taking advantage of Aston's relationship with Daimler (the German company has a five per cent stake).

Plus, the interior could share components with Mercedes, with Auto Express spy shots showing a range of buttons and infotainment system from the S-Class. The DB11 will be the first in a new range of Astons, including an all-electric Rapide and DBX crossover.

YOUR VIEW "With the investment into an electric-hybrid drivetrain as previewed in the DBX, couldn't Aston do what Ferrari is doing by strapping an electric motor to its V12 (instead of a turbo) to get the power and efficiency?" **Scott Burge** via autoexpress.co.uk



Your view

"Won't this disturb the Mokka? I wonder what the size difference will be."

Casper
via autoexpress.co.uk

Fast fact

Meriva will likely borrow tech from the latest Astra, including Apple CarPlay and OnStar.



Larson

79. VAUXHALL MERIVA

Price £17,500 (est) **On sale** Early 2017

VAUXHALL'S supermini-MPV has been a bit of a leftfield choice since it launched over a decade ago. Even the latest model, with fancy 'suicide' doors, failed to really capture the British public's imagination. But the brand won't stand idle, as Auto Express revealed earlier this year the next Meriva and Zafira will head down the booming SUV route. The new Meriva is called a 'Crossover Utility Vehicle' by bosses, and our exclusive image confirms that it will be similar in design to the Peugeot 3008.

A rugged new look sees the quirky rear-hinged rear doors replaced by conventional items, but practicality should still be high on the agenda. The similarities to the next 3008 won't just be skin deep, as a partnership with PSA Peugeot-Citroen will see development costs shared 50:50. We can also expect an interior design and engines shared with the new Astra, but the new Meriva won't arrive until 2017.



Automedia



G Porepp

**80. HYUNDAI i30 N**

Price £25,000 (est) **On sale** Summer 2016

'N' is to Hyundai what 'M' is to BMW, so this i30 N is the first hot hatch from the Korean brand's new in-house high-performance division. With N models soon to permeate most of Hyundai's range, the i30 is a good place to start – our spies have already caught it testing, and it will feature a 1.6-litre turbo petrol with over 220bhp.

The car is being developed under a former BMW M division boss, so razor-sharp handling is a priority, with Hyundai seeing this as a cut-price VW Golf GTI.

81. SMART FORTWO BRABUS

Price £15,000 (est) **On sale** Summer 2016

THE latest Smart ForTwo hasn't been transformed into a sports car, but that won't stop Brabus from creating another niche version – and our spies have spotted it. The tuner will have another go at making the ForTwo thrilling to drive, pumping up the 0.9-litre engine to around 120bhp and adding a manual gearbox.

The result will be an engaging, rear-engined, rear-wheel-drive two-seat hot hatch, with wide-bore central twin exhausts, distinctive Brabus wheels and a flared bodykit.

82. INFINITI Q80

Price £50,000 (est) **On sale** Spring 2017

ONE of the stars of the 2014 Paris Motor Show, the Infiniti Q80 Inspiration Concept should soon give the Japanese company a serious Mercedes CLS rival.

The four-door luxury coupé will be Infiniti's flagship car, with a petrol-electric hybrid drivetrain that develops over 400bhp and drives all four wheels yet returns over 50mpg. The cabin will be the brand's most luxurious and advanced ever, with full leather and adaptive LED headlamps, plus safety kit such as laser-guided active cruise control.



83. VOLKSWAGEN SPORT COUPE GTE

Price £30,000 (est) **On sale** Late 2017

AT March's Geneva Motor Show, VW debuted a concept that could turn into a cut-price rival for the Mercedes CLS. The Sport Coupé GTE was designed to showcase a new sleeker design language from the brand, inside and out, but it also features a four-wheel-drive petrol-electric hybrid drivetrain.

It, too, could see production, pairing a 3.0-litre V6 petrol engine with twin electric motors for a 374bhp output and a five-second sprint from 0-62mph. Plus, it will be efficient – emitting just 46g/km of CO₂.

Your view

"It looks like the Audi A7, but if it costs less than that it should appeal."

Ben G
via Facebook



84. HONDA FCV

Price £30,000 (est) **On sale** Late 2016

THE successor to the limited-production FCX Clarity, which could only be leased from Honda, the new FCV sees the brand continue to back hydrogen as the green fuel of the future. The hydrogen fuel-cell vehicle emits no CO₂ from the tailpipe, with a tank range of around 435 miles.

A lack of fill-up points will put off most, but the five-door FCV is spacious, futuristic and can be refuelled in just three minutes. Like the Clarity, it's likely to have relatively high monthly rental costs, but running it will be very cheap.

Fast fact

Advanced fuel-cell stack is a third smaller than it was five years ago, but its 'power density' improves, making the car 60 per cent more efficient. Plus, it can travel more than 100 miles further on a tank than the Toyota Mirai.



85. FORD GT

Price £250,000 (est) **On sale** Late 2016

IF you've already set aside £250,000 for a new Ford GT, make a back-up plan – only 250 per year are scheduled, with potentially just 10 of those coming to the UK. The supercar showcases the best that Ford has to offer, with chief designer Moray Callum given free rein to create the most stunning, aerodynamically efficient shape possible.

Powered by a 600bhp twin-turbo V6, the Lamborghini rival will be one of the quickest cars ever and also signals Ford's re-entry into the Le Mans 24 Hours race.

Fast fact

The Ford GT was designed by a small group of people working in a windowless basement in order to keep it secret.

86. ROLLS-ROYCE DAWN

Price £250,000 (est) **On sale** Spring 2016

WITH a fair bit of controversy surrounding Rolls' upcoming first SUV, the British luxury marque has taken the opportunity to showcase its traditional talents in the form of the Dawn.

Essentially a Drophead convertible version of the Wraith, it revives a name from the brand's illustrious history. The Dawn has been designed to major on comfort and pure elegance, and Rolls claims it's the most refined convertible in the world. At the rear, you'll find traditional open-pore wood decking, similar to that on some of the world's priciest speedboats.

It shares the highly regarded 6.6-litre turbocharged V12 with the Wraith, as well as much of its underpinnings. But opulence and open-air luxury at this level don't come cheap: we're expecting a starting price of around £250,000, with the cost soaring even higher if you trouble the bespoke design team.



YOUR VIEW "It would have been nice to have used the Corniche name. Now that car had real history to it."

Anon via autoexpress.co.uk

YOUR VIEW "It looks great! But shouldn't SEAT be responsible for the style-orientated models and Skoda for the practical, rugged ones?"

Martin S via autoexpress.co.uk



87. SKODA COUPÉ-SUV

Price £29,000 (est) **On sale** Spring 2017

OVER the years, Skoda has traditionally stood for value, rugged efficiency and practicality. Style hasn't always been a priority, but the latest Superb bucked that trend. And now it seems the brand will be entering the fashionable crossover-coupé class with an all-new model, due in 2017.

The as-yet-unnamed competitor for premium models such as the BMW X4 and Mercedes GLC Coupé features a swept-back profile and sloping roofline, combined with rugged body cladding and the desirable raised driving position. But you'll still be able to make out cues from other models in the range, as our exclusive images show.

Current Skoda owners won't be scared by the interior design, either. Expect the usual logical control layout and top-notch build quality, and although that roofline won't help headroom, the cabin should be able to seat four adults. As with the Yeti, we expect the Skoda coupé-SUV to be tuned with road driving in mind, although four-wheel drive should be offered.

Skoda is primarily targeting the increasingly fashion-conscious Chinese market with the coupé-SUV, but the car is likely to come to Europe too.



Poblete



88. BENTLEY GR. CONVERTIBLE

Price £300,000 (est) **On sale** Late 2016

BENTLEY surprised visitors to last year's LA Motor Show with the debut of a production-ready flagship convertible. The Mulsanne-based, two-door Grand Convertible uses a 530bhp 6.75-litre V8 that dishes up effortless performance, largely down to a huge 1,000Nm of torque.

Bringing together the highest-quality leathers and wood trim, each Grand Convertible will be built to order. That means a virtually limitless choice of colours and interior-finish combinations, and genuine exclusivity.



89. CITROËN CACTUS M

Price £18,000 (est) **On sale** Spring 2017

LIKE a cooler and strangely more practical version of the C3 Pluriel, the Cactus M makes a quirky beach buggy from the already eccentric C4 Cactus. The name refers to the 2CV Mehari, made for nearly two decades from 1968.

Unveiled as a concept at the recent Frankfurt Motor Show, the M has plastic panels, a pick-up-style tailgate and a rollover roof that doubles up as a tent. The rear seats fold into a bed, while the cabin is waterproof. It's unlikely to make production – but a two-door Cactus cabrio could.



90. QOROS 3 CITY

Price £15,000 (est) **On sale** 2017

CHINESE brand Qoros says it'll bring a medium crossover to the UK by 2017. The 3 City SUV – so named because it's based on the 3 hatchback – is already on sale in Qoros' home country, and it's spacious and well equipped, and on the surface it appears upmarket.

This Nissan Qashqai rival's neat cabin incorporates an eight-inch touchscreen, and a dual-clutch auto is on the options list. Economy isn't the best, however, with the manual-equipped 1.6-litre turbo petrol doing 41mpg.



91. LAMBORGHINI URUS

Price £150,000 (est) **On sale** Spring 2018

REMEMBER the LM002? If you do, the idea of a Lamborghini SUV won't be controversial at all. The Urus, due in 2018, will redefine the super-SUV – but, surprisingly, will do so with a petrol-electric hybrid drivetrain.

Lambo has form here, albeit only on the motor show stand, after revealing an 897bhp V10 hybrid concept called the Asterion. The production Urus may not be far off that, using the instant torque of electric power to make this the fastest-accelerating SUV ever, and most probably the best handling – but certainly not the most spacious.

Your view

"Given SUV demand, there's no reason why Urus wouldn't fill the order books."

Fadyady
via autoexpress.co.uk



92. LAND ROVER DISCOVERY 5

Price £45,000 (est) **On sale** Late 2016

WITH the current Discovery 4 basically a facelift of 2004's Discovery 3, next year's all-new Discovery 5 is overdue. It'll veer close to Range Rover territory for comfort, quality and refinement, but will major on family practicality, offering even more storage and convenience flourishes than today.

Growing in every way, yet becoming more efficient with diesel-electric hybrids a possibility, the seven-seater will remain exceptional off-road – aided by real-time adaptive transmission and suspension settings based on the surface.

Fast fact

Technology on the new Discovery 5 could also include the intelligent gesture control set-up – something which was previewed by the Discovery Vision concept at last year's New York Motor Show.



93. RENAULT ALPINE

Price £50,000 (est) **On sale** Late 2016

RENAULT'S given the two-seat Alpine sports coupé the green light as a 60th anniversary celebration of the name. It'll be rear-wheel drive, mid-engined, lightweight and powered by a 1.8-litre turbo with around 250bhp. A hardcore 300bhp Renaultsport version is on the cards, too.

The styling echoes the iconic Alpines from the sixties and seventies, but there is also more than a hint of the Porsche Cayman – a potential rival for the car. With a minimalist cabin that's high on quality, it could be 2016's standout sports car.

Your view

"Nice, but too ambitious. Even in its heyday, Alpine was hardly considered by Porsche buyers, despite comparable capability."

4cv8
via autoexpress.co.uk

94. ABARTH 124 SPIDER

Price £25,000 (est) **On sale** Summer 2017

FIAT'S new 124 Spider will not only bring some glamour to the brand, but it'll also spawn a performance-orientated version. Fiat will be handing over its new Mazda MX-5-based two-seater to its Abarth tuning arm, which will transform the elegant roadster into a hardcore mini Porsche Boxster.

The Abarth 124 Spider follows on from the 695 Biposto, and will be the next step in the brand's drive to produce focused cars rather than warmed-up Fiats. As our exclusive image shows, it'll feature racier bodywork, with a gaping mesh grille, large air vents in the front bumper, carbon fibre side skirts, multi-spoke alloys, lowered suspension, a carbon fibre rear splitter and twin exhausts.

Under the bonnet will lie Fiat's 1.4-litre turbo engine, but while the Fiat 124 Spider will make do with around 140bhp, Abarth's crack team of engineers will tune their two-seater up to around 170bhp.



Fast fact

US-bound Fiat 124 Spiders may get an auto gearbox option, but UK buyers of both Fiat and Abarth 124 Spiders will only get a six-speed manual.



Fast fact

Audi CEO Rupert Stadler has previously opened up about the Q6, claiming it will be "sexy", "packed with utility" and "sporty". He also said that a Q8 is being developed.



Remco Meulendijk

96. TESLA MODEL 3

Price £30,000 (est) **On sale** Spring 2017

SET to shake up the junior executive saloon class, the Tesla Model 3 will make its debut in spring 2017. In a market dominated by established and capable German cars, the all-electric Model 3 – revealed in our exclusive image – will be a breath of fresh air.

That's because it's likely to match the performance of the hottest cars – the BMW M3 and Mercedes-AMG C 63 – while delivering zero emissions and a 200-mile range. And the Model S shows Tesla has the tech to do it, too.



Automecia

97. TOYOTA C-HR

Price £15,000 (est) **On sale** Summer 2016

ANOTHER bold compact crossover that blends an SUV and a coupé, the production C-HR – caught on test by our spies – will be softened before its 2016 debut. Yet it's still rakish and majors on upmarket tech and low emissions.

Based on the platform of the forthcoming Prius, it will also use its hybrid drivetrain, meaning a 30-odd-mile electric-only range and day-to-day economy approaching 100mpg. The five-door crossover won't be that spacious, but it will be the most sporty hybrid Toyota has ever made.



98. ASTON MARTIN RAPIDE EV

Price £200,000 (est) **On sale** Late 2017

ASTON Martin will make a zero-emissions Rapide to compete at the top end of the high-performance electric luxury car market. The brand thinks the four-seat tourer is the perfect choice for its first EV, with the virtually silent drivetrain producing excellent refinement and acceleration.

Up to 1,000bhp is expected from this astonishing prospect, with a 200-mile range and very little cabin and boot space lost to the batteries – potentially packaged in place of the Rapide's standard V12 engine in the nose.



Automeidia



95. AUDI Q6

Price £95,000 (est) **On sale** Spring 2018

SOME of the world's major car makers are scrambling to become the leader in the new all-electric SUV class.

Tesla is set to be first to market with the Model X, but Audi is waiting in the wings and preparing its new Q6. Previewed by the e-tron quattro concept at the recent Frankfurt Motor Show, the Q6 will use active aerodynamics, three electric motors and a large lithium-ion battery pack to offer a 310-mile electric range.

Chief designer Marc Lichte has worked hard to make the car look like no other Audi SUV, so it gets a wider and lower stance and a more coupé-like profile. It sits between the Q5 and Q7 in size, and Audi claims that the sporty appearance and sealed underbody offer a class-leading drag coefficient of 0.25Cd. It'll also use Matrix Organic Light Emitting Diode (OLED) headlamps; they're continuously variable and require no reflectors or guides, and will eventually be fitted across the Audi range.

99. RENAULT TWINGO GT

Price £14,000 (est) **On sale** Summer 2016

AFTER a slightly lacklustre Twingo GT last time around, Renault plans to put that right in 2016 with a new model. With power coming from a three-cylinder 0.9-litre turbo petrol mounted at the rear, this could be a real surprise – and a great opportunity to say 'junior Porsche 911'.

It's expected to pack around 120bhp, and Renaultsport will stiffen the Twingo's suspension and sharpen up the steering, which could make it more fun to drive than the MINI. Our spy shot shows a sporty bodykit, while bucket seats and bright interior trim complete the transformation.

100. MG GS

Price £18,000 (est) **On sale** Summer 2016

IF MG's renaissance is to succeed, what better way of helping it along than with a trendy Qashqai-sized crossover? The MG GS, unveiled in China and coming to the UK, is just the model the brand needs.

To boost the SUV-shaped car's appeal, MG has made it one of the bigger crossovers, putting it more in line with the Honda CR-V for interior space – but with a much lower asking price. Economy won't be the best in the business, though, with MG's 1.8-litre diesel rated around the 50mpg average mark.

101. HONDA CIVIC

Price £16,000 (est) **On sale** 2017

HONDA is readying the Mk10 Civic for 2017, with the aim of toppling class leaders from VW and Ford; and as our exclusive image shows, it'll ditch the current car's divisive design in favour of something sleeker and more stylish. Honda revealed a lairy lime-green two-door concept at this year's New York Motor Show, hinting towards a spicier, more youthful next-generation car.

Alongside a dramatically different exterior design, we expect the interior to benefit from a complete overhaul, too, with a less cluttered dash, a large central touchscreen and more room. In terms of engines, the 1.6-litre diesel will likely be updated and carried over, alongside the 1.5 petrol from the HR-V.

Fast fact

A revised 2.0-litre turbo could well feature on the new Civic, in addition to a bonkers 350bhp Type R model.



YOUR VIEW "I really like the style of this car." Billy via autoexpress.co.uk

Poblete

Driven

"Watching it grapple a rock slope is as impressive as seeing a grizzly climb a tree."

Richard Bremner
Special contributor

**102. BENTLEY BENTAYGA**

Price £160,000 (est) **On sale** Spring 2016

BENTLEY has been threatening to enter the luxury SUV market for years, but the EXP 9 F concept revealed in 2012 was poorly received. The better-looking final product, badged Bentayga, will finally hit dealers early in 2016, priced from £160,000, with the brand aiming to make it the fastest, most luxurious and most exclusive SUV in the world.

Bentley's familiar 6.0-litre W12 engine will deliver 600bhp and 900Nm of torque, enabling it to get from 0-62mph in four seconds and top nearly 190mph. With those figures, the Bentayga will accelerate as quickly as a Porsche Cayenne Turbo S, but a claimed 22.1mpg and 292g/km of CO₂ mean it'll be costly to run. In time there will be a higher-powered Speed version, as well as more economical diesel and hybrid models.

Fast fact

The Bentayga is fitted with a suspension system that comes with four ride heights, as well Bentley Dynamic Ride to counteract the roll normally associated with such high-sided vehicles.

**103. NISSAN MICRA**

Price £11,000 (est) **On sale** Summer 2016

NISSAN is working to replace its ageing Micra supermini in the middle of next year, and the Sway concept, revealed at March's Geneva Motor Show, provides a glimpse at what the new car could look like.

While the large wheels, glass roof and simplistic interior are pure concept car, the overall shape and dimensions could find their way on to the next Micra.

Your view

"Suddenly Nissan is finding designs that are breaking the mould of boring."

antonyr
via autoexpress.co.uk

**104. MERCEDES E-CLASS**

Price £35,000 (est) **On sale** Summer 2016

MERCEDES' seventh-generation E-Class, spotted on test by our spies, will adopt the more fluid styling of the latest C-Class saloon and much of the luxury and technology of the S-Class limousine.

Driver assistance features are set to include intelligent cruise control that brakes, accelerates and follows bends on the motorway. The enhanced COMAND infotainment system will be more intuitive and, of course, there'll be a hybrid.

Fast fact

Among other high-tech innovations to feature on the new E-Class will be car-to-car communication that can warn other E-Class drivers of road accidents and delays.



105. SSANGYONG XAV-ADVENTURE

Price £16,000 (est) **On sale** Late 2017

REMOVE some of the concept car detailing and the XAV-Adventure – seen at the recent Frankfurt Motor Show – is a good look at the planned replacement for SsangYong's current Korando. It will mark a stark transformation when it arrives in 2017, with chunky styling, plus technology – including LED daytime running lights – that will make it far more appealing than today's Korando.

While the panoramic canvas roof may not make production, SsangYong's E-4WD system could do. It features two electric motors driving the rear wheels, with a choice of 1.6-litre petrol or diesel engines powering the front wheels. The result is a unique four-wheel-drive set-up and much-reduced fuel consumption.

Poblete



106. VOLKSWAGEN GOLF GTI MK8

Price £28,000 (est) **On sale** Summer 2019

THE next-generation Golf GTI, previewed in our exclusive image, isn't due until 2019, but details are emerging nonetheless, with the headline being a possible 325bhp Club Sport version. Below that will be a 'standard' GTI developing 260bhp, and a 300bhp Performance model in the middle.

All cars will be front-wheel drive, again leaving space for a four-wheel-drive Golf R, although a clever electronic differential will give the GTI staggering cornering grip.

Fast fact

VW is expected to use innovative new steel-polymer sandwich tech for body panels to slash weight.



107. LAMBORGHINI AVENTADOR SV ROADSTER

Price £350,000 (est) **On sale** Spring 2016

THIS is arguably the ultimate Lamborghini, with 740bhp from a V12 engine, a full aerodynamic makeover and a weight loss programme which includes a carbon bodykit and fixed rear wing, plus the thrill of an open top.

Imagine what the Aventador SV Roadster will sound like charging from 0-62mph in 2.9 seconds with the quick-release carbon roof off. If you want one, be quick, because only 500 will be made, with most exceeding the list price as owners customise their cars using the Ad Personam service.

Fast fact

Roadster features a pop-up rear screen deployed via a button on the dash to reduce buffeting.

108. MAZDA CX-4

Price £25,000 (est) **On sale** Spring 2017

NO manufacturer is immune from the coupé-SUV trend, with Mazda the most recent to show its hand. The Koeru – Japanese for 'go beyond' – debuted in concept form at the recent Frankfurt Motor Show, giving a realistic preview of how the BMW X4 rival could look when it appears in 2017.

Proportionally, it will sit between the CX-5 SUV and CX-3 crossover, but bosses say the production version may not be called the CX-4.

There is a clear design link to Mazda's other SUVs in the narrow LED headlights that merge into the chrome grille surround. The rising shoulder line and bold rear haunches are familiar cues that will remain when the production version arrives in showrooms.

Engines will be familiar, too, with Mazda using its lightweight SkyActiv technology, which means naturally aspirated four-cylinder petrol and turbodiesel engines will be offered.



YOUR VIEW "Absolutely drop-dead gorgeous. Mazda stylists continually produce the most eye-catching designs."
LeeMints via autoexpress.co.uk



109. MERCEDES GLC COUPÉ

Price £35,000 (est) **On sale** Summer 2016

MERCEDES will be chasing the BMW X4 with its all-new GLC Coupé when it arrives later next year. It will follow a similar recipe to that of the larger GLE in the transition from SUV into SUV-coupé, and was previewed by this concept at April's Shanghai Motor Show.

The more upright and boxy shape of the standard GLC will give way to a more sleek, coupé-like profile, but that is likely to impinge on rear passenger space and boot capacity. Beneath the new body, the GLC Coupé will remain largely unchanged over the standard model, meaning that the same four-wheel-drive architecture and four-cylinder petrol and diesel engines will be available to buyers when it hits showrooms next year.

It's also expected that Mercedes will offer the GLC Coupé as a plug-in hybrid, making use of the 2.0-litre four-cylinder turbo petrol engine and electric motor from the standard model, which claims 109mpg economy and CO₂ emissions of 60g/km.

Fast fact

GLC Coupé will join GLC, which replaces the left-hand-drive-only GLK, and sits between the A-Class-based GLA and M-Class-replacing GLE.



110. MASERATI ALFIERI

Price £70,000 (est) **On sale** Early 2017

MASERATI enjoys a reputation way beyond the sum of its recent road cars, but the Alfieri is something special. A 2+2 Jaguar F-Type rival, the concept was unveiled at the 2014 Geneva Motor Show and became one of its stars.

It's gone relatively quiet since then, with the brand focusing on the Levante SUV, but it will come by 2017. It's powered by the 4.7-litre V8 found in the GranTurismo.

Your view

"Please, please, please build this and do not change the design a jot."
HigginsWisepiggy
via autoexpress.co.uk



111. SUZUKI iGNIS

Price £11,000 (est) **On sale** Summer 2017

SUZUKI'S new Ignis will rival the Fiat Panda 4x4 and forthcoming Citroen C1 Urban Ride, although the badge has still to be confirmed for the UK. It'll offer either front or four-wheel drive and be powered by Suzuki's new 110bhp 1.0-litre Boosterjet engine.

It's not a replacement for the Jimny, which will become a more utilitarian 4x4 when it's replaced in 2017, but it will be linked to the Celerio city car and have a minimalist cabin.

Fast fact

The Ignis name was first used on a mini-MPV from Suzuki back in 2000, with an Ignis Sport also arriving in 2003, yet the badge was axed in 2008.



112. KIA SPORTSPACE

Price £22,000 (est) **On sale** September 2016

MARCH'S Geneva Motor Show gave birth to yet another handsome and futuristic Kia concept. It was called the SportSpace – in keeping with the brand's trend for avoiding 'boring' terms like 'estate' – and it showed almost exactly how 2016's more practical Optima will look.

It will be an attractive car, with a focus on the 'lifestyle' end of the load-lugger market. This means slightly reduced space in favour of a sporty profile, together with a shooting brake feel. Upmarket pretensions won't mean expensive running costs, though, as power comes from a 1.7-litre CRDi diesel engine or a petrol-electric hybrid, both of which emit less than 100g/km of CO₂.



113. VOLKSWAGEN TIGUAN

Price £23,000 (est) **On sale** Early 2016

VW has let its Tiguan compact SUV age gracefully, but with new competition like the Mazda CX-5 and Renault Kadjar, the car had started to look a little old hat. The new model sits on the MQB architecture, which is quickly being rolled out across the VW Group's latest models.

This means the new Tiguan is 60mm longer than the outgoing car, but it's also 33mm lower – giving it a more purposeful appearance. Engines include 1.4 and 2.0-litre petrols, 2.0-litre diesels and a plug-in hybrid GTE version.

Fast fact

Plug-in hybrid Tiguan GTE will use Passat GTE's 1.4-litre turbo petrol and an electric motor. It claims 149mpg economy and CO₂ emissions of 42g/km and should deliver an all-electric range of 30 miles.



114. BMW i8 PLUS

Price £150,000 (est) **On sale** Late 2016

NEXT year marks 100 years of BMW, so the brand plans to celebrate in futuristic style by unleashing a hardcore i8 – as seen in our exclusive image. In order to achieve a sub-four-second 0-62mph time yet keep economy to 100mpg, BMW could ditch the i8's three-cylinder petrol engine and use a four-cylinder turbo petrol instead.

This will be paired with an electric motor and will send power up to around 450bhp from 357bhp, while more aggressive styling will mark out this flagship.

Fast fact

BMW's M division will be heavily involved in the production of the i8 Plus, but the brand has decided not to call it the i8 M.

115. PEUGEOT 308 R HYBRID

Price £35,000 (est) **On sale** Late 2016

PEUGEOT will up the ante in the hot hatch market with the new 308 R Hybrid. Using the familiar 267bhp 1.6-litre turbo from the 308 GTi, the R Hybrid takes it a step further by supplementing power with two 114bhp electric motors. The result is a 493bhp plug-in hybrid mega hatch that will get from 0-62mph in less than four seconds.

It's been developed by the brand's motorsport arm, Peugeot Sport, with the front and rear tracks of the 308 widened by 80mm. Plus, beefier brakes have been added, and to ensure all of that power is transmitted to the road, it's been converted to all-wheel drive.

Four driving modes, made up of ZEV, Road, Track and Hot Lap, serve up varying degrees of performance. In its most extreme setting – normally reserved for track driving – the 308 R Hybrid develops the full 493bhp and 730Nm of torque. However, as it's a plug-in hybrid, it emits only 70g/km of CO₂. It can even be driven on electric power alone.



Fast fact

If Volkswagen does tune the turbo from the standard Golf R to 395bhp, it'll become the most powerful 2.0-litre engine in the world.



116. VOLKSWAGEN GOLF R400

Price £38,000 (est) **On sale** Late 2016

AT 2014's Beijing Motor Show, Volkswagen revealed plans to unleash the hottest hatch on the market in the Golf R400. Our exclusive image shows how it's shaping up for production, with beefed-up styling.

Under the skin, it's set to use a retuned version of the current range-topping Golf R's 2.0-litre turbo, likely to deliver 395bhp and 450Nm of torque. Add in the company's Haldex four-wheel-drive system, and the R400 could sprint from 0-62mph in less than four seconds and hit a top speed of 174mph.

The price could edge close to £38,000, but it's not known if the R400 will be a series model or built in limited numbers. The bigger question is whether it will go ahead at all, with VW looking at cutbacks.

Automedia

Automedia



117. JEEP COMPASS

Price £17,000 (est) **On sale** Spring 2017

JEEP will move into the lucrative mid-sized crossover market with a Nissan Qashqai-rivalling Compass in 2017. However, the car – caught on test by our spies – will play more on its rugged 4x4 roots than the Nissan.

Following on from the compact Renegade (tested on Page 80), the newcomer's cabin quality and refinement will be better than anything Jeep has made before, while a range of Fiat-sourced MultiAir petrol and Multijet diesel engines will keep CO₂ emissions down and economy up.



118. RENAULT ALASKAN

Price £18,000 (est) **On sale** Early 2016

RENAULT is already a major commercial vehicle player, and the Alaskan pick-up will only enhance its reputation when it arrives. Another product of the brand's tie-up with Nissan, the four-wheel-drive car is based on the Navara, which will also underpin a 2017 Mercedes pick-up.

The Alaskan will be powered by a 187bhp four-cylinder twin-turbo diesel, with bold details such as a large grille, C-shaped LED daytime running lights and radical 21-inch alloy wheels. Sadly, the latter won't make production.



119. LEXUS RX

Price £39,995 **On sale** January 2016

TAKING design cues from the sharp-edged Lexus NX, the newest version of the big RX SUV is very stylish. The brand is going all out to make this car as appealing as possible against the competition, pricing it a few grand below its German rivals and stuffing every model full of kit.

Climate control, heated seats, Bluetooth, DAB, nav and a reversing camera are all standard, as is a 12-inch infotainment screen. Yet there's no diesel engine option, just a 2.0-litre turbo petrol or a V6 petrol-electric hybrid.

Christian Schulte



120. ALFA SUV

Price £30,000 (est) **On sale** Spring 2017

ALFA Romeo's journey back into the premium mainstream wouldn't be complete without at least one car in Europe's must-have class: the SUV. The brand's 4x4, due in 2017, is set to rival established mid-size German cars such as the Audi Q5, BMW X3 and even Porsche Macan, and will major on style and dynamism, offering an engaging drive and coupé-like looks.

Part of Alfa's eight-model revival plan before 2018, the new SUV – shown here in our exclusive image – will be powered by a range of four and six-cylinder petrol and diesel engines, with a 350bhp diesel challenging the Audi SQ5 at the top of the range.

Poblete



121. AUDI Q1

Price £17,000 (est) **On sale** September 2016

WITH the compact crossover today's trendiest new car class, it's no surprise that it's going premium – nor that Audi is leading the way with the Q1, revealed in our exclusive image. Despite its link to the A1, this new car will be built on the bigger A3 platform and be much more spacious.

Its styling nods to Audi's plush Q7, while the Q1 will also feature tech like full-LED headlamps and Audi's latest MMI infotainment system. A sub-25g/km hybrid will be offered, meaning staggering 100mpg-plus real-world fuel economy.

Fast fact

All-new Q1 will open Audi up to a fresh breed of customers when it arrives in showrooms in September next year, with up to 80 per cent of buyers expected to be women.

122. TESLA MODEL X

Price £50,000 (est) **On sale** Spring 2016

ELECTRIC car pioneer Tesla has dominated the battery-powered saloon market for some time with the Model S, yet SUVs have remained reliant on petrol or diesel – until now.

Step forward the Model X. Originally touted for release early this year but set to hit showrooms in 2016, the sleek SUV has the sort of performance stats you'd expect from a Tesla P90D: 762bhp, 967Nm of torque, a 0-60mph time of 3.2 seconds and a 250-mile range.

Visually, it takes cues from the Model S in a taller, more imposing body. The most dramatic feature is the wild 'falcon wing' top-hinged rear doors that open upwards, and even have magic hinges for easy operation in tight spaces. Like the Model S, you'll have the option of seven seats, but they will be forward-facing and full size. The car will square up to the Audi Q6 that's due to hit the market approximately a year later.

YOUR VIEW "Incredibly outstanding and revolutionary. This is technology and performance of 2025, not 2015!"
Janjua via autoexpress.co.uk

Fast fact

The SUV also features a Bioweapons Defence mode – a typically tongue-in-cheek reference from Tesla to a new air filtration system.





AE THE crossover class has reached boiling point over the past year or so, with more and more manufacturers keen to cash in on ever-increasing sales. And among those to join the fray is the Jeep Renegade. The American brand is steeped in off-road history, so the car's SUV credentials aren't in doubt, while it has plenty of efficient mechanicals from parent firm Fiat.

So, could this be a crossover made in heaven? Well, there's a wide range of engines, lots of kit and a choice of two or four-wheel drive. Here, we test the £25,995 2.0 Multijet Limited 4x4.

Setting the standard for the newcomer is a pair of talented contenders in the form of the Nissan Qashqai and Mazda CX-5. The former is our reigning class champ, and in £26,680 1.6 dCi Acenta Premium 4WD guise, it promises to mix style, space and low running costs with a dose of go-anywhere ability. The CX-5 is bigger and more powerful than rivals, although the £26,695 2.2D SE-L Nav AWD model is close on price and kit.

So which of our contenders is good enough to win this tussle of four-wheel-drive crossovers?

98

LIVING WITH A... SKODA OCTAVIA SCOUT
Our man heads off-road to put 4x4 load carrier's credentials to the test.



100

LIVING WITH A... PEUGEOT 308 SW
Farewell to estate after nearly 30,000 miles with our photographer.



Mud in the *blood*

Jeep has tapped into its off-road heritage to build its new Renegade crossover. But can the car beat established Nissan and Mazda rivals?

Pictures: Pete Gibson Location: Fingringhoe, Essex



Jeep Renegade 2.0 Multijet 4x4

Price: £25,995 **Engine:** 2.0-litre 4cyl, 138bhp
0-60mph: 10.0 seconds **Test economy:** 38.1mpg/8.4mpl
CO₂: 134g/km **Annual road tax:** £130



Mazda CX-5 2.2D AWD

Price: £26,995 **Engine:** 2.2-litre 4cyl, 148bhp
0-60mph: 8.5 seconds **Test economy:** 42.2mpg/9.3mpl
CO₂: 136g/km **Annual road tax:** £130



Nissan Qashqai 1.6 dCi 4x4

Price: £26,680 **Engine:** 1.6-litre 4cyl, 128bhp
0-60mph: 10.4 seconds **Test economy:** 40.1mpg/8.8mpl
CO₂: 129g/km **Annual road tax:** £120

MODEL TESTED: Jeep Renegade 2.0 Multijet Limited 4x4

PRICE: £25,995 **ENGINE:** 2.0-litre 4cyl, 138bhp

AE JEEP is well known for its full-size SUVs, but the American brand is a relative latecomer to the crossover class. The Renegade shares many of its underpinnings with the Fiat 500X, and aims to combine the running costs of a family hatchback with rugged looks and genuine off-road ability.

Prices start at £17,295 and there's a choice of Fiat-sourced petrol and diesel engines, plus two and four-wheel-drive transmissions. Here, we test the 138bhp 2.0-litre diesel in £25,995 Limited 4x4 guise.

Styling 3.5/5

THE Renegade's compact dimensions won't be familiar to existing Jeep owners, but its trademark styling cues will be. With boxy, upright lines, a seven-bar grille and tough-looking plastic body cladding, the newcomer shares plenty of its visual DNA with the American brand's Cherokee and Grand Cherokee models. You'd struggle to call the chunky Jeep handsome, but there's no denying it stands out from the crossover crowd.

All versions get alloy wheels, while our Limited-spec test car was identified by its larger 18-inch rims and distinctive silver finish for the door mirrors and handles, roof rails and front grille. There are also plenty of opportunities for buyers to personalise their cars, with Jeep offering contrasting roof colours, various body decals and a number of different wheel designs.

It's a similar story inside, where you can give the interior a lift with the addition of colour-coded surrounds for the air vents, gearlever and speakers. You can also specify grey leather seat trim with orange inserts and stitching on non-Limited cars.

The rest of the cabin is a mixed bag. For instance, the dashboard is reasonably well laid out and features a straightforward 6.5-inch touchscreen for the standard sat-nav and infotainment system. Yet the slightly fussy styling doesn't look as upmarket as the slick designs in the Mazda CX-5 and Nissan Qashqai. And while the Renegade is robustly built, some of the plastics used don't feel as upmarket as those in its rivals.

On the plus side, there's plenty of standard equipment. Limited models get leather-trimmed and heated seats, dual-zone climate control, rear privacy glass and a large, seven-inch TFT display between the speedometer and rev counter.

Driving 3.6/5

JEEPS have always excelled off-road, but their abilities on tarmac have been less convincing. However, given the Renegade's focus as a family hatchback alternative, the brand's engineers have worked hard to make it feel more at home on the road. It certainly hasn't forgotten its mud-plugging heritage, but the newcomer feels far more composed in the real world than any of its predecessors.

That's partly down to its 2.0-litre diesel, which delivers surprisingly eager acceleration. The four-cylinder engine clatters at idle and is more intrusive when extended, but with a healthy 350Nm of torque, it showed the Nissan a clean pair of heels at the track. Not only was it faster in the 0-60mph sprint, it remained fractionally ahead during our in-gear assessments, too.

And while it couldn't match the Mazda's muscular track display, the Renegade had no problem keeping up with both of its rivals in the real world. Its gearshift isn't as crisp and positive as the CX-5's,

Testers' notes

"Jeep is aiming for a more mainstream audience with the Renegade, but it hasn't completely forgotten its off-road DNA. The flagship Trailhawk model is packed with the sort of mud-plugging extras that are normally reserved for much bigger SUVs. It features a low-range gearbox, differential lock, hill descent control and extra underbody protection, all of which gives the Renegade genuine mountain goat agility when the going gets tough."



James Disdale Road test editor

but it's reasonably precise and allows you to make the most of the engine's relatively narrow powerband. The car also delivers decent comfort. Wind noise isn't as well suppressed as in the Qashqai, but it does a decent job of soaking up bumps and potholes.

Yet it's the Jeep's performance through a series of corners that's the real revelation. It's not as sharp and composed as the Mazda, but the combination of decent grip, naturally weighted steering and good body control means the Renegade can be hustled along twisting back roads with confidence. Equally impressive was the all-disc braking set-up that slowed it from 70-0mph in just 48.1 metres.

Of course, Jeep hasn't forgotten its rugged roots with the Renegade, as it's the most capable of our contenders when the going gets rough. This is largely down to the car's Selec-Terrain system, which gives you the option of Auto, Snow, Sand and Mud settings for the traction control.

Ownership 3.5/5

JEEP is a small player in the UK car market, but there were still enough owners to respond to our Driver Power 2015 satisfaction survey. Unfortunately, these buyers didn't have a lot of positive things to say about their cars, and the brand finished a lowly 26th out of 32 manufacturers. Equally disappointing is the company's dealer network, which placed in a disappointing 28th – although that was one position ahead of Nissan's garages. Still, the Renegade uses many tried-and-tested components from owner Fiat's parts bin, which bodes well for durability.

One area where it does shine is safety. Euro NCAP awarded the Renegade a five-star score, while Longitude models and above add lane departure warning and autonomous emergency braking to the standard car's six airbags and stability control.

Running costs 3.2/5

ON paper, the Jeep looks like great value. Not only does it undercut its rivals here on price, it comes with more showroom appeal thanks to a longer list of standard kit. Yet dig a little deeper, and the Renegade's financial case starts to fall apart.

While it's the cheapest car to buy, higher CO₂ emissions of 134g/km mean it'll cost business users as much in Benefit in Kind tax as the Nissan. We also recorded disappointing 38.1mpg economy, which was over 4mpg less than the bigger, faster and more powerful Mazda. Yet it's the predicted residuals of 33 per cent that come as the real hammer blow and wipe out any price advantage the car has when new.



Jeep Reneg





Handling

JEEP'S engineers have striven to make the Renegade better on the road, and they've succeeded. It handles impressively, with good grip and decent body control. The Jeep is generously equipped, too; the Beats audio system is great



Renegade



CO₂/tax
134g/km
£130 or 24%



Practicality
Boot (seats up/down)
351/1,297 litres



Performance
0-60/30-70mph
10.0/10.8 seconds



Braking
70-0/60-0/30-0mph
48.1/35.7/8.9m



Running costs
38.1mpg (on test)
£53 fill-up



Dash

SMART cabin is well laid out; boot and rear space lag behind rivals



Practicality 3.3/5

THE Renegade is the shortest of our contenders here, and that impacts on interior space. Its 351-litre boot is a significant 152 litres smaller than the Mazda's. The gap doubles with the rear bench folded, as the Jeep can only accommodate 1,297 litres to the CX-5's 1,620 litres. Still, the load area is well shaped and has a neat false floor that hides a handy storage area.

It's not just the luggage that struggles for space, because occupants sitting in the back get the least leg and elbow room here. There aren't the same concerns up front, where the driver benefits from a wide range of seat and wheel adjustment, plus plenty of useful cubbies, such as a decent-sized glovebox, deep door bins and a pair of cup-holders between the seats.

Testers' notes

"The Renegade's efficiency isn't that alluring for a model set on rivaling frugal family hatchbacks. But with prices starting at just £17,295 for the well equipped 1.6 Sport, there's no denying its showroom appeal."



Dean Gibson Dep. road test editor

MODEL TESTED: Nissan Qashqai 1.6 dCi Acenta Premium 4x4
PRICE: £26,680 **ENGINE:** 1.6-litre 4cyl, 128bhp

AE THE Qashqai was crowned Best Crossover at our 2015 New Car Awards (Issue 1,377), so it represents a stern first test for the Renegade. There's a variety of engines on offer, and here we test the flagship 1.6 dCi diesel 4x4 in mid-range £26,680 Acenta Premium trim – although the car in our pictures is a flagship Tekna model.

Styling 3.5/5

DESPITE becoming a familiar sight on UK roads, the latest Qashqai still has a sharp look that helps it to stand out from the crowd. Overall, the sleek and upmarket Nissan's proportions are better balanced than the chunky, upright Jeep Renegade's.

As with the Mazda CX-5, there are bright daytime running lights, plus the angular headlamp clusters and grille are neatly styled. The bumper features a large black cut-out below the number plate, while the clamshell bonnet and the lines cut into the bodywork give the car plenty of presence.

The Qashqai's silver roof rails add interest, and Acenta Premium models feature stylish 18-inch alloys, rather than the optional 19-inch two-tone rims fitted to the car in our pictures. At the back, the wraparound tail-lights are attractive, and the large back window looks neat and provides a good view out.

Climb inside, and the Nissan continues to impress. There's gloss-black trim on the centre console and dash, while the colour trip display between the dials looks more modern than the CX-5's black and white screen. And although the infotainment touchscreen is on the small side and hobbled by clunky graphics, it's well laid out and easy to navigate. Build quality is good, with plenty of hard-wearing plastics and a feeling of solidity, plus the switchgear works well.

There's also plenty of standard equipment, including sat-nav, dual-zone climate control and a neat surround-view camera system. A further desirable feature is the full-length panoramic roof, which lets plenty of light into the cabin.

Driving 3.6/5

WITH only 128bhp, the Qashqai's 1.6-litre dCi is 20bhp down on the Mazda's larger unit. Plus, the Nissan has the least torque of our trio, at 320Nm.

As a result, it trailed both the Renegade and the CX-5 at the track. It completed the 0-60mph sprint in 10.4 seconds, which was four-tenths down on the Jeep and nearly two seconds slower than the Mazda. The car clawed back some ground during our in-gear tests, although it still couldn't quite keep up with its rivals.

In isolation, the Nissan felt quick enough. The 1.6-litre engine is smooth and revs willingly, while the six-speed manual delivers a positive shift and makes the most of the performance. Refinement is excellent, too, with hardly any engine noise and not much in the way of wind or road intrusion, either.

While the Qashqai is quiet on the move, its suspension isn't quite as comfortable as the Mazda's. More bumps are felt in the cabin, and the set-up doesn't feel quite as settled. This is despite Nissan's novel Active Ride Control system, which tweaks individual brakes in an effort to minimise movement.

However, over bumpy surfaces, the car gets a little confused and feels as if it's fighting itself, plus there's the sensation of being ever so slightly slowed by the continual braking effort, almost as if the handbrake has been left on one click. In corners,

Testers' notes

"Despite its four-wheel-drive transmission, the Qashqai isn't really designed for rugged off-road use. Still, the electronically controlled system does feature a differential lock that permanently engages the front and rear axles. On our muddy test route, it resulted in remarkably strong traction – even on our car's standard road tyres. The Nissan is also the only model here that can manually select two-wheel drive only."



James Disdale Road test editor

the Nissan rolls a bit more than the CX-5, but there's still plenty of grip on offer. The Active Trace Control's torque vectoring system helps fight understeer by braking the inside front and rear wheels into and out of a corner, while the steering is reasonably direct, if a little heavy.

The high-set driving position, decent visibility and standard surround-view camera system make the Nissan a doddle to drive around town and park in the tightest spots. And although it's not as accomplished off-road as the Jeep, the car does get a useful differential lock that permanently engages the all-wheel-drive system for extra traction on slippery surfaces.

Ownership 4.2/5

THE latest Qashqai came a respectable 46th out of 200 in our Driver Power 2015 satisfaction survey. However, that was 25 places lower than in 2014, with many owners criticising their car's reliability and performance. We don't know of any glaring issues with it, and with thousands being built in the brand's Sunderland plant, there should be fewer niggles with new models over time.

The Nissan was tested by Euro NCAP in 2014 and earned a five-star rating. Its percentage scores are slightly lower across the board than its rivals' here, but Acenta Premium models feature loads of valuable safety kit, including six airbags and the Smart Vision Pack. This adds road sign recognition, lane departure and forward collision warning, plus the Around View Monitor, which comprises four cameras that allow a bird's-eye view of your manoeuvre.

Running costs 4.0/5

AT £26,680, the Qashqai is a significant £685 more expensive than the even better-equipped Jeep – if you want your Nissan to have leather-trimmed and heated seats, then you'll have to upgrade to the £28,910 Tekna model. Still, you do get sat-nav and panoramic glass as standard, so the car isn't exactly sparsely appointed. CO₂ emissions of 129g/km are the lowest here, which means that business users will pay roughly the same in Benefit in Kind tax as for the smaller and cheaper Renegade.

We managed 40.1mpg economy on test, which wasn't as good as the CX-5's figure, but comfortably eclipsed the smaller Renegade's. The Nissan also retains its value well, with our experts calculating it'll hold on to 45.1 per cent of its new price after three years. So, it'll be worth around £3,000 more than the Jeep on the second-hand market.



Nissan Qas





On the road

QASHQAI is quiet and refined, while steering is direct. Storage under boot floor is a useful touch

shqai



CO₂/tax
129g/km
£120 or 23%



Practicality
Boot (seats up/down)
430/1,585 litres



Performance
0-60/30-70mph
10.4/11.0 seconds



Braking
70-0/60-0/30-0mph
47.2/35.2/8.8m



Running costs
40.1mpg (on test)
£72 fill-up



4WD

ALL-wheel drive can be locked permanently; rear and boot are roomy



Practicality 4.1/5

QASHQAI'S 430-litre boot is 79 litres ahead of the Jeep's, and when the rear seats are folded, there's a healthy 1,585 litres. This advantage can be put down to its slightly larger external dimensions, which make for more legroom in the rear, too. Headroom is also better, even with the standard panoramic glass roof.

While the CX-5 and Renegade are fairly basic when it comes to practicality, the Qashqai has some neat touches to make the most of the space. The most obvious addition is the two removable floor planks, which lift to reveal a deep storage area, plus they can be arranged to form a useful boot divider.

Elsewhere, there's decent storage up front, such as two cup-holders and a tray behind the gearlever.

Testers' notes

"The Nissan's 1.6-litre diesel is reasonably quiet and refined, but the smaller 1.5-litre engine will be better for most buyers. It's not as powerful and is front-wheel drive only, but it's punchy, more refined and emits 99g/km."



Dean Gibson Dep. road test editor

MODEL TESTED: Mazda CX-5 2.2D 150 SE-L Nav AWD

PRICE: £26,995 **ENGINE:** 2.2-litre 4cyl, 148bhp

AE A MID-life refresh earlier this year has brought the Mazda CX-5 back into contention for the crossover class crown. The changes aren't exactly comprehensive, with a new interior and upgraded spec, but that's no bad thing, as the car was already a firm favourite thanks to its sparkling driving dynamics, decent running costs, roomy cabin and excellent refinement. We test the £26,995 four-wheel-drive SE-L Nav model here – although the car in our pictures is the flagship Sport Nav.

Styling 3.9/5

AT first glance, little has changed on the 2015 CX-5, but as the car debuted the brand's latest Kodo design language, it still looks fresh three years on.

At the front, the Mazda benefits from a trademark five-point 'shield' grille, while the narrow headlamps give it a racy edge. All versions get LED daytime running lights, but the SE-L car has halogen headlamps rather than the Sport's full LED set-up.

Towards the rear, the CX-5's chunky bumper and boot spoiler provide a more compact and aggressive look than the dumpy Jeep, helped by a strong crease on its flanks that runs back towards the tail-lights. However, the smaller boot opening and higher loading lip mean it loses a practical edge.

While the exterior looks have been given a light refresh, Mazda has chosen to focus its efforts on improving arguably the old model's biggest flaw: its interior design. As a result, all versions now benefit from the brand's latest MZD Connect multimedia system, which features a seven-inch colour touchscreen controlled by a neat rotary wheel by the gearlever. The new interface is much more intuitive and clears up the dashboard, while fewer buttons mean the CX-5's fascia looks classier.

Standard equipment is good, too. All cars get Bluetooth and USB connectivity, which gives the Mazda Internet capability. SE-L trim also adds auto lights and wipers, dual-zone climate control and an auto dimming rear-view mirror. Although material quality has been upgraded on the new car, the cabin is still made up of harder plastics in some areas. It's not a major issue, and quality is easily a match for the Nissan and a step ahead of the Renegade.

Driving 4.5/5

THE CX-5 didn't just showcase Mazda's new styling language when it was launched in 2012; it was also the first model to feature the brand's SkyActiv tech, which combines weight-saving, stop/start and engine upgrades to improve efficiency. It also gives the CX-5 remarkable hatch-like handling and performance.

The steering is accurate and full of feel, meaning you can place the Mazda on the road easily. It gives you confidence to push through corners and drive it faster, and the chassis is up to the job, too. The suspension shrugs off bumps and keeps body roll in check, helping to boost driver confidence. Yet what's really impressive is that this nimble side doesn't come at the expense of comfort, so the supple CX-5 also devours long distances easily.

Thankfully, the engine is a great match for the chassis. The 148bhp 2.2-litre turbodiesel packs a hefty 380Nm of torque, which helped it turn in a dominant display at the track. Off the line, the CX-5 has good traction and sprinted from 0-60mph in 8.5 seconds. Its in-gear acceleration times were also the quickest on test, and it completed the sixth-gear

Testers' notes

"You don't need to study the engineering or crunch the numbers to understand the benefits of Mazda's SkyActiv tech. Simply drive the CX-5, and the weight-saving positives soon become clear. Despite its size and high-riding stance, the Mazda handles with the poise of a family saloon and delivers performance that would shame many warm hatches. The car's low CO₂ emissions and decent fuel economy complete the package."



James Disdale Road test editor

surge from 50-70mph in 8.3 seconds – seven-tenths faster than the Jeep. The CX-5's performance is enhanced by its six-speed manual gearbox, which benefits from a precise and short throw action. It mixes this straight-line pace with refinement, too. The engine is smooth and revs with the eagerness of a petrol, and wind and road noise are well isolated.

Head off-road, and the Mazda copes better than you'd expect. There's no diff lock and no ability to tune the traction control to different surfaces, so there was more wheelspin than in the Qashqai and Renegade on our muddy test route, but the CX-5 never got stuck.

Ownership 4.4/5

MAZDA scored well in our Driver Power 2015 satisfaction survey, finishing ninth overall. That's a fall of one place since last year's poll, but it's still a strong showing and proves that the brand is a consistently good performer and the best for customer feedback here. Plus, the fact it came sixth for reliability cements its dependable status.

Plus, it finished well ahead of Jeep and Nissan for dealer service, although Mazda's mid-table 15th-place finish proves there's still work to be done here.

There are few complaints about safety, as with six airbags and ESP, the CX-5 scored a full five-star Euro NCAP rating – with higher percentage scores across the board than its rivals here. Autonomous emergency braking is standard on all models, but advanced features such as lane keep assist with driver attention alert, advanced blind spot monitoring and rear cross traffic alert are only available as options on the range-topping Sport Nav.

Running costs 4.0/5

AT £26,995, the Mazda is the most expensive car here, plus it doesn't boast as much standard kit as its rivals. Factor in the car's slightly higher CO₂ emissions of 136g/km, and both business and private users will have to fork out more in tax.

Yet it's not all bad news for the Mazda, because our experts have calculated it'll retain a healthy 48.1 per cent of its new value after three years. So while it costs £1,000 more than the Renegade to buy, it'll be worth over £4,000 more when it's time to trade in.

Despite being the quickest car of our trio, the CX-5 was very efficient. We returned 42.2mpg economy on test – 4.1mpg better than the Jeep. It's affordable to insure despite its power, too, being rated at group 17. This is two groups lower than the Qashqai and means the fully comprehensive premium for our sample driver came out at £456.



Handling

PRECISE steering is full of feel and allows you to place the CX-5 with confidence, while turn-in is sharp. Suspension keeps body roll in check, too

Mazda CX-



Practicality 3.9/5

THE CX-5 is bigger on the outside than its rivals here, and that translates into a practicality advantage when you climb inside. Boot capacity of 503 litres with the rear seats up is over 150 litres more than the Jeep's; and with them folded, it leads by a whopping 323 litres. Lowering the 40:20:40 split rear bench is straightforward thanks to useful handles located in the boot.

Elsewhere, there's lots of space for occupants sitting in the back, plus plenty of handy storage. In front of the gearlever, you get a large trinket tray and USB slots, with two cup-holders behind and a big storage bin in between the two seats. The door bins and glovebox are more than large enough for all of your needs, too.

5



CO₂/tax

136g/km
£130 or 25%



Practicality

Boot (seats up/down)
503/1,620 litres



Performance

0-60/30-70mph
8.5/8.1 seconds



Braking

70-0/60-0/30-0mph
51.1/38.2/9.3m



Running costs

42.2mpg (on test)
£64 fill-up

Space

REAR is comfortable, while boot capacity of 503 litres trumps Jeep's by over 150 litres

HEAD TO HEAD

Off-road

NONE of our trio is designed to be a dedicated mud-plugger, but it's the Jeep that inspires most confidence off-road. Its Selec-Terrain system features four-stage traction control, plus the short body has decent approach and departure angles.

The Nissan comes with a diff lock, but the Mazda relies on its traction control for grip.



Personalisation

THE Renegade is the only car here that you can customise with body decals, two-tone roof colours and contrasting interior trim inserts. The only way to stamp your personality on the Qashqai and CX-5 is with metallic paint options and different alloy wheel designs.



CO₂ emissions

IF you're looking to cut your tax bills, go for the Qashqai, as its 1.5-litre dCi diesel engine emits 99g/km of CO₂. In contrast, the two-wheel-drive Renegade 1.6 Multijet has an official output of 115g/km, while the CX-5 2.2D 2WD claims 119g/km.



Kit

MAZDA'S classy cabin is loaded with equipment, including a seven-inch infotainment system, controlled by a useful rotary knob. Six-speed box has precise shift action



Testers' notes

"The Mazda isn't short of hi-tech safety kit, such as blind spot monitoring and lane keep assist (left). But these items are only available on the flagship Sport Nav model – and even then they're part of the £800 Safety Pack."



Sean Carson Senior road tester



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Figures

Mazda CX-5
2.2D 150 SE-L
Nav AWD



Nissan Qashqai
1.6 dCi Acenta
Premium 4x4



Jeep Renegade
2.0 MultiJet
Limited 4x4



On-the-road price/total as tested	£26,995/£26,695	RESIDUALS CX-5 has the highest list price here, but excellent residuals mean that it'll be worth over £4,000 more than the Jeep after three years.	£26,680/£27,230	WEIGHT THE Nissan is longer and wider than the Jeep, yet it only weighs 16kg more and has a towing capacity that's 300kg higher, at 1,800kg.	£25,995/£26,755	BENEFIT IN KIND LOW purchase price means that Jeep is fractionally more cost effective for business users than the bigger and pricier Nissan.
Residual value (after 3yrs/30,000)	£12,985/48.1%		£12,033/45.1%		£8,578/33.0%	
Depreciation	£14,010		£14,647		£17,417	
Annual tax liability std/higher rate	£1,326/£2,651		£1,225/£2,450		£1,210/£2,420	
Annual fuel cost (12k/20k miles)	£1,424/£2,374		£1,499/£2,498		£1,578/£2,630	
Ins. group/quote/road tax band/cost	17/£456/E/£130	ENGINE MAZDA'S engine is the biggest on test, with the most power and torque. This allowed it to set a scorching pace at the track. However, it was also the most economical car.	19/£430/D/£120	DRIVER POWER QASHQAI is riding high in the sales charts, but lowly Driver Power 2015 scores for the brand and its dealers show Nissan still has work to do.	14/£451/E/£130	BOOT SPACE THE Renegade's compact external dimensions result in the smallest boot of our trio, while there's also less legroom for rear seat passengers.
Cost of 1st/2nd/3rd service	£649 (3yrs/37,500)		£159/£249/£159		£159/£209/£159	
Length/wheelbase	4,555/2,700mm		4,377/2,646mm		4,236/2,570mm	
Height/width	1,710/1,840mm		1,595/1,806mm		1,684/1,805mm	
Engine	4cyl in-line/2,191cc		4cyl in-line/1,598cc		4cyl in-line/1,956cc	
Peak power	148/4,500 bhp/rpm	STANDARD KIT SE-L Nav models get the essentials, including sat-nav, but you have to upgrade to the more powerful £29,795 Sport trim to match the Jeep's kit list.	128/4,000 bhp/rpm	SAFETY SHIELD NISSAN comes loaded with safety kit, including Isofix, ESP, autonomous emergency braking and lane departure warning.	138/3,750 bhp/rpm	FUEL ECONOMY ON paper, the Jeep is more frugal than the CX-5. Yet in reality, the Renegade proved to be the thirstiest car here, while Mazda was the most efficient.
Peak torque	380/1,800 Nm/rpm		320/1,750 Nm/rpm		350/1,750 Nm/rpm	
Transmission	6-spd man/4wd		6-spd man/4wd		6-spd man/4wd	
Fuel tank capacity/spare wheel	58 litres/foam		65 litres/foam		48 litres/foam	
Boot capacity (seats up/down)	503/1,620 litres		430/1,585 litres		351/1,297 litres	
Kerbweight/payload/towing weight	1,613/497/2,000kg	BRAKES IT was no surprise that the car had marginally longer stopping distances than the Mazda and Nissan, as it's slightly heavier.	1,518/512/1,800kg		1,502/N/A/1,500kg	
Turning circle	11.7 metres		10.7 metres		11.1 metres	
Basic warranty (miles)/recovery	3yrs (60,000)/3yrs		3yrs (60,000)/3yrs		3yrs (60,000)/3yrs	
Service intervals/UK dealers	12,500 miles (1yr)/170		20,000 miles (1yr)/225		12,500 miles (1yr)/73	
Driver Power manufacturer/dealer pos.	9th/15th		28th/29th		26th/28th	
Euro NCAP: Adult/child/ped./stars	94/87/64/86/5		88/83/69/79/5		87/85/65/74/5	
0-60/30-70mph	8.5/8.1 seconds		10.4/11.0 seconds		10.0/10.8 seconds	
30-50mph in 3rd/4th	3.5/4.8 seconds		4.0/5.3 seconds		3.7/5.0 seconds	
50-70mph in 5th/6th	6.5/8.3 seconds		7.2/9.1 seconds		7.3/9.0 seconds	
Top speed/rpm at 70mph	122mph/2,000rpm		118mph/2,400rpm		113mph/2,000rpm	
Braking 70-0/60-0/30-0mph	51.1/38.2/9.3m		47.2/35.2/8.8m		48.1/35.7/8.9m	
Noise levels outside/idle/30/70mph	65/42/60/68dB		65/45/59/67dB		N/A/N/A/59/68dB	
Auto Express econ (mpg/mpl)/range	42.2/9.3/538 miles		40.1/8.8/573 miles		38.1/8.4/402 miles	
Govt urban/extra-urban/combined	47.1/60.1/54.3mpg		49.6/62.8/57.6mpg		47.1/61.4/55.4mpg	
Govt urban/extra-urban/combined	10.4/13.2/11.9mpl		10.9/13.8/12.7mpl		10.4/13.5/12.2mpl	
Actual/claimed CO ₂ /tax bracket	179/136g/km/25%		189/129g/km/23%		199/134g/km/24%	
Airbags/Isofix/parking sens/camera	Six/yes/yes/no		Six/yes/yes/yes		Six/yes/yes/£260	
Auto gearbox/stability/cruise control	£1,200/yes/yes		No/yes/yes		£1,800/yes/yes	
Climate control/leather/heated seats	Yes/no/no		Yes/no/no		Yes/yes/yes	
Metallic paint/xenons/keyless go	£540/no/no		£550/no/yes		£500 /£750/£300	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/yes/yes		Yes/yes/yes/yes	

Results

MAZDA

IF you're looking for a stylish, spacious and fun crossover with the confidence-inspiring addition of all-wheel drive, then the CX-5 takes some beating. Its 2.2-litre diesel effortlessly combines strong performance with low running costs, and while it's not as well equipped as its rivals here, it's got all the essentials. Plus, rock-solid residuals mean you can splash out on a few extras.



1st

NISSAN

THE Qashqai is still a highly desirable crossover, boasting good looks, an upmarket cabin and family friendly practicality. It's also well equipped, comfortable and refined. Yet it makes more sense with the sweeter 1.5 dCi diesel and two-wheel drive – the 1.6-litre engine isn't as refined and costs more to run. On the plus side, Acenta Premium trim comes with lots of kit.



2nd

JEEP

THIRD place is no disgrace for the Renegade, which is arguably the best model in the current Jeep line-up. It looks distinctive, is easily customisable, good to drive and copes extremely well off-road. Yet in all-wheel-drive Limited guise, it looks expensive when you consider that it's smaller and less efficient than its rivals here, plus it's hobbled by extremely poor residuals.



3rd

RIVALS

Other options in this category...

Skoda Yeti 2.0 TDI 150 SE L 4x4
PRICE: £24,620 ENGINE: 2.0-litre 4cyl, 148bhp

THIS budget will also buy a punchy and well equipped 2.0-litre diesel Yeti SE L. As with all models, the cabin is vast and versatile, while the 4WD transmission has an effective off-road function. Emissions rival the Jeep Renegade's, at 134g/km.



Renault Kadjar 1.6 dCi D'mique S Nav 4WD
PRICE: £25,095 ENGINE: 1.6-litre 4cyl, 128bhp

RECENTLY introduced Kadjar successfully blends eye-catching design flair with rugged Qashqai underpinnings. Dynamique S spec is loaded with standard kit, yet undercuts its similarly equipped Nissan sister car by a healthy £1,500.



Big in the city

Can a facelift keep the Fiat 500 among the leading lights in the city car class? We find out as it meets Vauxhall's 1.0-litre Adam

Pictures: Otis Clay Location: Brighton, West Sussex

AE THE Fiat 500 was a saviour for the Italian brand when it came along in 2007, revitalising its model line-up with some much needed chic design.

It captured the essence of the original 500 with its retro styling, but despite being on the market for the best part of a decade, sales figures keep on rising. In fact, 2014 was the modern 500's best year yet, with Fiat shifting 45,000 cars. So the question is, has the company tried to fix something that wasn't broken with this facelifted 500?

Tweaks to the car are subtle; the brand hasn't messed with the winning formula. However, there are enough changes inside and out – including a new infotainment system – to keep the 500 on buyers' radars.

Yet it now faces plenty of fresher, funky choices on the city car market, like the Vauxhall Adam. So we've lined up the compact 500 with Fiat's city-friendly TwinAir engine against the Adam, powered by a 1.0-litre three-cylinder turbo, for a battle of the fashion-focused urban runabouts. Which is the more trendy, more talented car about town? ➔

Vauxhall Adam Glam 1.0i

Price: £15,000

Engine: 1.0-litre 3cyl turbo, 113bhp

0-60mph: 9.5 seconds

Test economy: 42.6mpg/9.4mpl

CO₂: 112g/km

Annual road tax: £30





Fiat 500 Lounge

Price: £14,420

Engine: 0.9-litre 2cyl, 104bhp

0-60mph: 11.1 seconds

Test economy: 30.1mpg/6.7mpl

CO₂: 99g/km

Annual road tax: £0

MODEL TESTED: Fiat 500 Lounge 0.9 TwinAir 105

PRICE: £14,420 **ENGINE:** 0.9-litre 2cyl, 104bhp

AE THE 500 has been enhanced with a host of small changes, but Fiat hasn't altered the car's appealing make-up too much. We test the top-spec £14,420 Lounge model with Fiat's higher-powered 0.9-litre TwinAir engine to see if the car has been given a new lease of life.

Styling 4.0/5

FIAT claims it's made 1,800 changes to the new 500, but they're hard to spot at a glance. The main design differences are the lights and bumpers, yet they haven't drastically changed the overall appearance of the car. There are new headlights and the bumper and grille have been massaged to freshen up the 500's face, while new graphics packs are available to customise the look of the car (see Head to Head, Page 95).

At the back, Fiat has also updated the light clusters with an 'empty' light design. This means the tail-lamps form a hollow ring, with the reverse and foglights spaced to the edges of the redesigned rear bumper.

Inside, there's one major change which is much more noticeable. Your eye is drawn to the 5.0-inch touchscreen infotainment system on this Lounge model, which was fitted with the upgraded navigation system and DAB for £350.

It's not the only TFT screen inside, either, as our car was also equipped with the £250 optional 7.0-inch digital display in front of the driver. Showing a number of functions on a bright colour screen is a nice touch that adds a hi-tech feel to the premium interior. Other differences include new cup-holders, a relocated 12V socket and a restyled centre console, and although these have improved the layout of the cabin, there are still plenty of ergonomic issues – for example, push the lever on the left of the seat to adjust its angle and your hand hits the handbrake, while the footrest is also in a strange position.

However, the 500 still captures the chic style that fashion-focused city cars need to offer. The glossy plastic strip across the dash and contrasting light leather coloured trim for the steering wheel and centre console work well. The Fiat mixes retro charm with modern convenience (despite some layout niggles), and is easy to like. Plus, with the checked pattern on the seats, the interior looks slick.

You do have to pay for these features, though. Our test car had £760 of optional paint and graphics, plus navigation and connected services for £350, a £250 digital gauge cluster and a £110 auto rear view mirror, which pushed the price to a considerable £16,340.

Ownership 3.2/5

NEITHER of these brands finished high up the rankings in our Driver Power 2015 satisfaction survey, but Fiat got the better of Vauxhall, finishing 24th overall. An 11th place result for its dealer service was a vast improvement on Fiat's 2014 result, as the network shot up 13 places in the table.

Owners criticised the previous 500's ride quality, seat comfort and practicality, and while Fiat has improved on the first two points, the latter is relatively unchanged. But then again, the 500 doesn't make any great claims as a family car or load carrier.

As the chassis hasn't changed, the new 500 retains the old model's five-star Euro NCAP safety rating. However, it's worth bearing in mind the Fiat was originally tested in 2007 when the assessment wasn't so tough. Still, ESP and seven airbags are standard, which is impressive for a city car.

Testers' notes

"If you want more flexibility from the Fiat 500, there's also a convertible 500C model on offer. With a soft-top that peels back, this brings a taste of convertible motoring. However, it carries a £2,650 premium. The good news is this brings no efficiency penalty. There's also a Dualogic automatic option for £750, but it's not compatible with this TwinAir 105 engine, so you'll have to drop down to the TwinAir 85 version."



James Disdale Road test editor

Running costs 3.0/5

ALTHOUGH Fiat quotes 67.3mpg economy for the 500 TwinAir, we only managed 30.1mpg on test. This is partly because you need to rev the engine hard to get the car up to speed. Pulling 3,000rpm at 70mph means it's less refined and thirstier on the motorway, where it feels out of its comfort zone. We estimate that drivers will spend £2,007 a year on fuel.

This, along with insurance, are the only areas where it lags behind the Adam, as it emits less CO₂ at 99g/km – so higher-rate business users will pay £212 less per year – while stronger residuals of 43.3 per cent ensure it'll hold its value better, too.



Fiat 500



Quality look

DIGITAL display (£250) and infotainment system (£350) add a premium feel, as do checked seats and cream trim





Personalised

NEW graphics packs add extra personalisation options, like diamond pattern on test car's roof. Ride has improved, but shift action is imprecise

Driving 3.4/5

TURN the 500's key and the 0.9-litre two-cylinder engine catches with a thrummy fizz. Pull away and the unit sends gentle vibrations through the pedals and a roar into the cabin. However, this sound isn't unpleasant and adds to the car's character.

With a small turbo to boost power, the engine is punchy, despite its low capacity, and as our track figures show, the less powerful 104bhp Fiat matched the 113bhp Vauxhall for in-gear acceleration. This is despite a lower torque output of 145Nm, but the lighter 940kg kerbweight and shorter gearing help the car keep pace. The 500 matched the Adam from 30-50mph in third, and was just one-tenth slower from 30-50mph in fourth and 50-70mph in fifth.

However, it was much slower from 0-60mph, taking 11.1 seconds. This is mostly due to the 500's gearbox and clutch. It's hard to get off the line, and as the engine revs quickly, you have to change from first to second early, which is where the problems continue. The shift action is imprecise and feels spongy, and as you try to change gear quickly, the engine bogs down. Drive more gently, as you would around town, and it's better, using that torque to whisk you along.

The Fiat's ride is much improved, though. Where its predecessor bounced along patchwork city streets, this updated car is calmer. The damping feels plusher and there's more composure – although it's not without fault, as it's still crashy on rough roads.

While the steering is slow, the short 2.3-metre wheelbase ensures the Fiat is easy to manoeuvre and it has a 9.3-metre turning circle – half a metre tighter than the Adam's. It was also better on the brakes than the Vauxhall, but the 500 doesn't have as much grip. Still, the ESP system keeps everything in check and the car feels safe and secure.



CO₂/tax
99g/km
£0 or 14%



Practicality
Boot (seats up/down)
185/550 litres



Performance
0-60/30-70mph
11.1/11.0 seconds



Braking
70-0/60-0/30-0mph
54.4/39.2/10.2m



Running costs
30.1mpg (on test)
£39 fill-up

Practicality 3.0/5

A 185-litre boot isn't brilliant, but it's still 15 litres larger than the Adam's with the rear seats in place. However, the Fiat's boot is 113 litres smaller with the seats down. Both seat four people, and although its high roofline gives good access to the back, there's not much legroom. But these cars aren't about out-and-out practicality – instead, they've got to keep pace with modern life, and it's the 500 that fares better.

There's more storage thanks to a new lidded glovebox, and a pair of cup-holders in the front and rear. The door bins are long, but narrow, which means it's hard to stow bulky items. Still, there's a useful net pocket mounted on the driver's side of the gearlever surround with enough space for a phone.

Testers' notes

"The most powerful TwinAir model we tested here is the only engine in the updated range that doesn't offer an improvement in efficiency – although as it emits just 99g/km of CO₂, you still won't have to pay road tax."



Dean Gibson Dep. road test editor



Space

LEGROOM isn't great in Fiat, but high roof gives easy access to rear. Boot space is larger of two at 185 litres



MODEL TESTED: Vauxhall Adam Glam 1.0i

PRICE: £15,000 **ENGINE:** 1.0-litre 3cyl, 113bhp

AE VAUXHALL launched its Adam city car without a downsized turbo engine, which meant high emissions initially put some buyers off. However, now there's a 1.0-litre turbo available, the Adam is a real contender – but can it beat the 500's successful recipe? Our pictures show an entry-level Jam model, but we test the £15,000 Adam Glam 1.0i here.

Styling 4.0/5

WITH a high level of personalisation on offer and similar proportions, the Adam had the Fiat 500 squarely in its sights at launch. Its striking looks brought a fresh and funky approach to design, and allowed Vauxhall to muscle in on territory previously dominated by the Fiat and rivals like the more premium-feeling MINI One.

With a wide grille in either chrome or black featuring a prominent blade insert and two indicator lights either side, its distinctive front end looks sporty. The low nose sits below a flat bonnet and swept-back headlights that reinforce the design – but the look works better in some colours than others, and some alloy wheel designs are more convincing. The bright Goldbusters metallic paint, contrasting black roof and 16-inch rims ensure our test car is just as striking as the Fiat.

At the rear, the sloping windowline and short tail mean the Adam is compact, even if it's not as short as the Fiat, which means the long doors seem a little out of proportion with the rest of the body. At the back, the tail-lights replicate the layout of the headlamps, with two sculpted light units sitting higher up above big, round fog and reversing lights at either side.

It's fair to say that Vauxhall doesn't have the iconic design heritage of Fiat to call upon when it comes to city cars, but the company's designers have done well to create a good-looking urban runabout that's highly individual depending on the customer's specification.

Inside, it's exactly the same. Our test car carried over the bright Goldbusters colour to the plastic dashboard strip and centre console, to give the otherwise dark interior a splash of colour. The dash plastics feature a distinctive texture as an extra design element, too. However, while the materials are soft to touch, the unusual design and texture still look and feel cheap next to the glossy materials in the Fiat.

Where the Adam does beat the 500 is with its cabin layout. You sit lower and the larger footprint translates to more room in the front. The seat and steering wheel have more adjustment, too. The central touchscreen, including the £275 optional sat-nav on our test car, is easy to use, even if the graphics aren't quite as rich as on the Fiat's device.

It's one of a few options that took the cost of our car to £16,815. The Adam is priced from £15,000, so it's more expensive than the 500, but it does feature climate and cruise control on its standard equipment list, unlike the Fiat. Vauxhall's IntelliLink touchscreen infotainment system is decent value at £275, but sat-nav can only be added using a smartphone app.

Driving 3.5/5

THE Adam's 113bhp 1.0-litre three-cylinder turbo is much smoother than the Fiat's TwinAir engine. It's also quieter, as our noise readings show, and with a silky 170Nm of torque from as low as 1,800rpm, it pulls well. Unlike some low-capacity three-cylinder engines, this one doesn't run out of puff higher up the revs, either, and you can have some fun on the

Testers' notes

"Vauxhall's new OnStar service is a £395 option on Glam trim, but standard on higher-spec Slam and S models. It gives you 24/7 assistance, offering help with destination downloads to your sat-nav. It also allows you to turn your car into a Wi-Fi hotspot and diagnose faults, plus it'll notify the emergency services in the event of a crash. This clever tech saw it take victory in the Technology category at our 2015 New Car Awards."



James Disdale Road test editor

right road, helped by the six-speed gearbox's light shift action, which is more precise than the Fiat's.

However, the Vauxhall's extra torque is cancelled out as the 1,138kg Adam carries around 198kg more than the 500. This means the cars offer near-identical in-gear acceleration, but the Adam's extra high-rev performance and sweeter transmission mean it covered 0-60mph 1.6 seconds faster than the Fiat, taking 9.5 seconds, while it accelerated through the gears from 30-70mph quicker, in 8.4 seconds.

While the steering in the 500 is nicely weighted, the Adam's electrically assisted set-up is far too light – and you can make it lighter still by pressing the City button to help when manoeuvring or parking in tight spaces around town.

Yet while this is great in the congested urban areas where these cars are likely to spend more time, the steering has a lifeless feel that doesn't help you make the most of the extra grip the Vauxhall delivers over the Fiat at higher speeds.

Plus, the Adam's stiffer suspension set-up means the ride is on the firm side, and it isn't as absorbent as the 500 over big bumps and potholes.

Ownership 2.8/5

VAUXHALL put in a poor showing in Driver Power this year, finishing in 30th place out of 32 manufacturers. Its dealer franchises trailed Fiat's, too, coming 19th. But at least you'll have plenty to choose from when the time comes to get your car serviced, with a network of 404 franchises across the country – that's 244 more dealers than Fiat.

Six airbags and ESP are fitted as standard, so the Adam is just edged by the 500 on safety equipment. However, as it was tested more recently by Euro NCAP, the four-star safety rating isn't necessarily worse than the Fiat's score. Both get Isofix child seat points and tyre pressure monitors, while the Adam also boasts hill start assist on its kit list.

Running costs 3.1/5

ON test, the Vauxhall's fuel economy of 42.6mpg was much better than the Fiat's. Add a larger 38-litre fuel tank, and it means the car has a greater range, at 356 miles over three years. But this – along with its £30 cheaper insurance quote – is where its advantage ends.

What you'll save at the pumps you'll have to spend on servicing, as routine maintenance on the Adam will cost £547 over three years. Fiat offers a three-year, fixed-price servicing pack for £399, and although the 500's service intervals are shorter than the Adam's, with a deal like this, everything is taken care of.

Eye catching

ADAM can't compete with Fiat's retro styling, but Goldbusters paint paired with black roof and wheels helps it stand out



Vauxhall A



Practicality 2.8/5

THE rear of the 500 isn't spacious, but the back seats in the Adam are even more cramped. Long doors mean access is reasonable, although taller adults will have limited legroom once they're sat in the back. The door bins are larger than the 500's, but with the main storage only a large tray in front of the gearlever and a fair-sized glovebox, it's no more practical than the Fiat.

Both boast 50:50 split-folding rear seats, which means you'll be able to load some longer items, giving an extra element of practicality, while the City button, which lightens the steering makes it easy to manoeuvre, despite the larger turning circle.

**CO₂/tax**112g/km
£30 or 17%**Practicality**Boot (seats up/down)
170/663 litres**Performance**0-60/30-70mph
9.5/8.4 seconds**Braking**70-0/60-0/30-0mph
57.8/41.4/11.3m**Running costs**42.6mpg (on test)
£42 fill-up

HEAD TO HEAD

Customisation

FIAT gets fresh colour schemes and new optional 'Second Skin' graphics packs, such as the diamond-style pattern on our test car. But the Adam leads the personalisation race, with a multitude of unusually named styling packs for the interior and exterior, including contrasting colours for the roof, body and wheels, plus the dashboard trim.



Engines

IT'S two cylinders against three in the engine stakes. Both cars have turbos and deliver similar outputs, but the Vauxhall's engine is smoother and more refined. This isn't the be all and end all in a city car, though. The 500's unit has good punch, which gives the car a unique personality.



Design

SUBTLE tweaks have kept the Fiat 500 looking fresh next to the newer Adam. It helps that the basic shape has been left unchanged, while new 'floating' light design is a crisp detail. It's just a shame that the revised headlights aren't so good at night.

Adam



Inside ECO mode helps Adam achieve better fuel economy than Fiat. Space up front is decent, but same can't be said for rear – adults will feel cramped on long journeys. Boot is smaller of two, but Adam does offer 50:50 split-fold rear seats

Power

WITH 170Nm of torque from 1,800rpm, the Vauxhall offers a decent amount of oomph. But it's let down by lifeless steering



Testers' notes

"This 1.0i is the most efficient engine in the Adam range, emitting 112g/km of CO₂. Vauxhall doesn't offer a road tax-exempt option. There's an 84bhp version of Fiat's TwinAir petrol that emits just 90g/km."

**Lesley Harris** Road tester

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Figures

Fiat 500 Lounge
0.9 TwinAir 105

Vauxhall Adam
Glam 1.0i


On-the-road price/total as tested	£14,420/£16,340	RESIDUALS STRONGER residuals mean the 500 will depreciate by £931 less than the Adam over three years, with predicted used values of £6,250.	£15,000/£16,815	DRIVER POWER VAUXHALL finished near the bottom of our satisfaction survey, and its reputation leaves a little to be desired. Its dealer network finished eight places behind Fiat's, in 19th.
Residual value (after 3yrs/30,000)	£6,250/43.3%		£5,900/39.3%	
Depreciation	£8,170		£9,101	
Annual tax liability std/higher rate	£402/£804		£508/£1,016	
Annual fuel cost (12k/20k miles)	£2,007/£3,345		£1,418/£2,363	
Ins. group/quote/road tax band/cost	14/£412/A/£0	SERVICING PACK FIAT'S three-year deal is decent value. Vauxhall's costs aren't extortionate, though, and you can create your own servicing plan with monthly payments to suit you.	10/£382/C/£30	ENGINE POWER HEAVIER Adam can't make extra power pay in gear, but smooth delivery and gearbox give 0-60mph run advantage.
Cost of 1st/2nd/3rd service	£399 (3yrs)		£149/£249/£149	
Length/wheelbase	3,571/2,300mm		3,698/2,311mm	
Height/width	1,488/1,627mm		1,484/1,720mm	
Engine	2cyl in-line/875cc		3cyl in-line/998cc	
Peak power	104/5,500 bhp/rpm	PERFORMANCE SMALLER engine makes a good fist of acceleration, but higher revs on the motorway mean 500 feels out of place here, unlike the Adam.	113/5,200 bhp/rpm	HIGH CO₂ HIGHER emissions mean more woe for the Vauxhall in terms of running costs. It attracts a higher Benefit in Kind rate, so is a more pricey company car, and road tax is more costly, too.
Peak torque	145/2,000 Nm/rpm		170/1,800 Nm/rpm	
Transmission	6-spd man/fwd		6-spd man/fwd	
Fuel tank capacity/spare wheel	35 litres/space saver		38 litres/repair kit	
Boot capacity (seats up/down)	185/550 litres		170/663 litres	
Kerbweight/payload/towing weight	940/N/A/800kg	STANDARD KIT OPTIONS aren't cheap on either car, and although both models get an average amount of kit, you may want to upgrade with leather trim, for example.	1,138kg/N/A/N/A	
Turning circle/drag coefficient	9.3 metres/N/A		10.7 metres/N/A	
Basic warranty (miles)/recovery	3yrs (60,000)/1yr		3yrs (60,000)/1yr	
Service intervals/UK dealers	18,000 miles/160		20,000 miles (1yr)/404	
Driver Power manufacturer/dealer pos.	24th/11th		30th/19th	
NCAP: Adult/child/ped./assist/stars	5/3/2/N/A/N/A (2007)		87/72/65/81/4 (2013)	
0-60/30-70mph	11.1/11.0 secs		9.5/8.4 secs	
30-50mph in 3rd/4th	4.4/5.8 secs		4.4/5.7 secs	
50-70mph in 5th/6th	8.2/11.9 secs		8.1/11.9 secs	
Top speed/rpm at 70mph	117mph/3,000rpm		121mph/2,750rpm	
Braking 70-0/60-0/30-0mph	54.4/39.2/10.2m		57.8/41.4/11.3m	
Noise levels outside/idle/30/70mph	74/53/66/74dB		73/52/64/73dB	
Auto Express econ (mpg/impl)/range	30.1/6.7/232 miles		42.6/9.4/356 miles	
Govt urban/extra-urban/combined	51.4/80.7/67.3mpg		47.1/67.3/57.6mpg	
Govt urban/extra-urban/combined	11.3/17.8/14.8mpl		10.4/14.8/12.7mpl	
Actual/claimed CO ₂ /tax bracket	251/99g/km/14%		178/ 112g/km/17%	
Airbags/Isofix/park sensors/camera	Seven/yes/yes/no		Six/yes/£275/no	
Automatic box/stability/cruise control	No/yes/no		No/yes/yes	
Climate control/leather/heated seats	£270/£780/no		Yes/£900/£215	
Metallic paint/xenon lights/keyless go	£460/£610/no		£545/no/no	
Sat-nav/USB/DAB radio/Bluetooth	£350/yes/£100/yes		No/yes/yes/yes	

Deals & discounts

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.co.uk

FIAT is offering a finance deal on the top-of-the-range Lounge TwinAir 105 model we've tested with a £750 deposit contribution.

You'll have to put down £1,500 up front, while the contract is based on 37 monthly payments of £199 with interest charged at 3.2 per cent APR. The final payment in its example is a hefty £5,897, but the total amount payable is only £141 more than the list price of the car over three years, which represents good value for a finance deal.

We also found a £2,221 cash saving on the new 500 through online broker buyacar.co.uk. Just remember that the arrival of the fresh model means there'll be lots of strong deals around on new or nearly new versions of the pre-facelift version.

With the Adam, Vauxhall offers an official flexible finance scheme that means you can create your own agreement. You can put down as much or as little as you want as a deposit, choosing a term between 24 and 60 months at zero per cent APR. There's no final balloon payment, either, so at the end of the term you'll own the car.

Results

FIAT

POOR real-world economy is still the 500 TwinAir's weak point, but otherwise, this revised car has the measure of the Adam. The Fiat continues to capture the original's retro charm well, while the updates add a more hi-tech feel inside and improve its road manners. Plus, it's more practical than the Vauxhall, pretty much matches its performance and holds on to its value better.



1st

VAUXHALL

THIS 1.0i turbo version is without question the best Adam yet, thanks to its smooth power delivery and decent efficiency. However, it's pricier than the more premium-feeling Fiat and depreciates more, too. Its customisation options add some flair, but they don't come cheap, while the cramped boot and back seats see the Vauxhall finish second here.



2nd

In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

SAME PRICE

Other options for similar money...

NEW: Smart ForFour Prime
PRICE: £12,315 **ENGINE:** 0.9-litre 3cyl, 89bhp

IT'S down on power, but the four-seat Smart ForFour Prime gets lots of premium features to rival our test cars, like cruise control, heated seats and a panoramic roof. There's also crosswind assist to improve safety on the motorway.



USED: MINI Cooper
PRICE: £14,500 **ENGINE:** 1.5-litre 3cyl, 134bhp

FOR a similar budget to the Fiat, you could have a nearly new, current-shape MINI Cooper with a more powerful engine and plenty of kit, including DAB, cruise control and Bluetooth. It's a more premium package, plus you still get the balance of the warranty.



Skoda Octavia Scout

SECOND REPORT Jacked-up estate is surprisingly good fun to drive off the road



CO₂/tax
125g/km
£110 or 23%



Practicality
Boot
610/1,740 litres



Running costs
49.3mpg (on test)
£61 fill-up



Dean Gibson
Dean_Gibson@dennis.co.uk

AE OUR Skoda Octavia Scout is proving to be a popular choice on the Auto Express fleet. Its big boot, powerful diesel and comfortable ride mean it's the perfect long-distance cruiser, and it's racked up the miles with plenty of extended trips at the hands of assorted staff members.

In fact, it's proving so popular I hardly get time to drive it myself! So the last time I got my hands on it, I decided it needed a change of scenery to finally see if its off-road add-ons could help it cope with the rough stuff.

The styling tweaks certainly mark it out from the standard Octavia. The chunky black plastic wheelarch mouldings and silver skid plates front and rear add a purposeful look, while our car's Topaz Brown metallic paint does a good job of hiding the dirt.

I've mentioned before that it seems like the Scout's raised ride height – up by 33mm over the standard Octavia Estate – is designed to deliver a more comfortable ride instead of any extra wheel articulation, but Skoda also adds its rough road package,

which includes a skid plate to protect the engine and gearbox from damage.

The Scout gets a part-time Haldex four-wheel-drive system, and while it's no substitute for a full-time set-up, it at least gives added grip in the rough. But the reality is that the Octavia's tyres are the biggest limiting factor to its off-road performance.

It's fitted with Continental SportContact rubber, and as you'd expect, the tread prioritises on-road driving, so any low-speed off-road work soon results in spinning wheels. You can feel the transmission get to work redistributing the power as soon as the tyres slip, but the best thing to do is maintain momentum in the rough to prevent getting stuck in the first place.

And doing this reveals that the Octavia Scout is something of a rally car in disguise! Head for a gravel track, and the long-travel suspension soaks up the bumps, while the raised ride height means that the car's undercarriage stays well clear of the ground. And thanks to the agile MQB chassis, the Scout is more than happy to be flicked around. While you can't turn the stability control off, there is a Sport setting, which

allows you to get the car surprisingly sideways in corners before the electronics cut in, and the responsive steering and punchy diesel mean it's a lot of fun to drive quickly in the dirt.

While the Scout has revealed its sporty nature in the rough, it's the car's ability on the road that continues to impress. The tyres may be compromised for off-road use, but when combined with the soft suspension, they deliver great everyday comfort.

Whether I'm commuting into London or on a longer journey, the Scout never fails to be a relaxing place to spend time. I've used it for trips to Edinburgh and Norfolk, while colleagues have also piled on the miles with outings to the West Country and Newcastle.

And everybody comes back with glowing praise saying how comfortable the Scout has been. Plus, as its 2.0 TDI engine is compliant with Euro 6 emissions rules, it's unaffected by the VW emissions scandal.

Responsive steering and punchy diesel make Scout fun to drive fast





CABIN

Everything is logically laid out and feels robust to use, but interior puts function ahead of style

PRACTICALITY

As you'd expect of a Skoda, there's plenty of space, with loads of room in back seats for adult passengers



"Thanks to the MQB chassis, Scout is happy to be flicked around in the rough stuff"



Pete Gibson



Second opinion

"Tough, comfortable and practical, the Octavia Scout has plenty of appeal. However, there are limits when it comes to choice, as only two versions of the Scout are available – our 148bhp manual or a 181bhp DSG automatic model. While the auto makes for smooth progress and the added power is welcome, we're not convinced it's worth the £2,795 premium. Our 148bhp model serves up all the performance, refinement and comfort you're likely to need."



James Disdale Road test editor



Gearbox

Our car is fitted with six-speed manual gearbox, which delivers satisfying changes. DSG is smoother but not worth the £2,795 premium



Essentials

Skoda Octavia Scout 2.0 TDI 4x4

On fleet since:	June 2015
Price new:	£25,405
Engine:	2.0-litre 4cyl turbodiesel, 148bhp
CO₂/tax:	125g/km/£110
Options:	Topaz brown paint (£535), xenons with LED daytime running lights (£970), chrome window surround (£255), cornering foglights (£125), double-sided boot floor (£75), space-saver spare wheel (£100), stainless steel pedals (£85), Winter Pack (£600)
Insurance*:	Group: 19 Quote: £395
Mileage/mpg:	16,601/49.3mpg
Any problems?	None so far

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



WE LIKE Skoda's simple white-on-black graphics with the occasional green highlight mean the touchscreen and trip computer are easy to navigate



WE DON'T The boot is big, but the lack of a false floor is a bit disappointing: it's a £150 option when the similar SEAT Leon X-Perience has one included

Auto Express Verdict

IT'S no dedicated off-roader, but keep your speed up, and the Octavia Scout is surprisingly fun to drive in the rough. That's down to the agile MQB chassis and responsive steering, which also help the Scout deliver an agile yet refined driving experience on the road, too.



Our cars



Pete Gibson
Pete_Gibson@dennis.co.uk

AE IF you really want to see how well a car can withstand 12 months of hard use, then there probably aren't many tougher tests than being in my hands. And while the Peugeot 308 SW is showing signs of wear and tear after nearly 30,000 miles on our fleet, the reality is that its performance has been exceptional.

Since joining up with Auto Express, the estate has seen its fair share of action – usually with either myself or fellow snapper Otis Clay harnessed and hanging out of the boot taking the pictures of the cars you see on these very pages.

Thankfully, its class-leading 660-litre capacity means there's plenty of space to be safe and comfortable, plus the load lip is low – useful when you want to take a fast-looking photo – and the ride is comfortable enough to provide a stable platform to shoot from. The only slight improvement could be a bigger boot opening, but I forgive the car for that as it's part of the SW's sleek design, which I've grown to like a lot.

As well as performing unusual photography tasks, the 308 SW has been a great family transporter; it's proven perfect for days out with the kids, holidays to the coast and carrying large and varied loads.

As I mentioned, though, 12 months of hard work are starting to show. The carpet in the driver's footwell has worn through next to the off-clutch footrest, while the very practical pockets in the boot occasionally pop out. However, both of these issues are more down to the way I use the car, rather than any quality issues.

I'm also glad to report that in this day and age of optional spare wheels, the Peugeot's standard space-saver got me out of trouble when going to Heathrow recently. I suffered a puncture en route, but luckily I had enough



Peugeot 308 SW

FINAL REPORT Our high-mile snapper bids fond farewell to big estate



Peugeot's 660-litre boot gave Pete plenty of space to shoot on the move, and proved its worth in our old vs new drag races (Page 26)

“While the 308 SW is showing signs of wear and tear, the reality is that its performance has been exceptional”

time to swap the wheel over before the flight. I can guarantee that a can of foam would have been a challenging repair that could have seen me miss my plane.

Another small yet useful highlight of 308 ownership is the keyless entry system. The fact you can open the boot without getting the key out of your pocket is great. The clever features don't stop there, either, as there's a simple elastic storage strap

that's mounted on the side of the boot, which can hold smaller items in place.

One thing I've never got used to is the driving position, though, with the low steering wheel and high-set dials, but it's not something that has taken the shine off running it for the past year. The minor issue with keeping the AdBlue topped up (Issue 1,368) has paled into insignificance, too, while I can't fault the rest of the car.

NEED TO KNOW

Standard space-saver spare was incredibly helpful after our man had a puncture on his way to airport; sat-nav has been really handy, too



Second opinion

“A range restructure earlier this year means you can no longer buy a 308 SW in our car's Feline trim. It was replaced by GT Line, which adds a sporty bodykit and new wheels, but it's largely unchanged, with the same line-up of petrol and diesel engines.”



Dean Gibson
Deputy road test editor



Otis Clay

Essentials

Peugeot 308 SW 2.0 BlueHDi

On fleet since:	October 2014
Price new:	£24,395 [^]
Engine:	2.0-litre 4cyl turbodiesel, 148bhp
CO₂/tax:	105g/km/£20
Options:	Metallic paint (£525), Driver Assistance Pack (£450)
Insurance*:	Group: 26 Quote: £275
Mileage/mpg:	29,826/46.3mpg
Any problems?	None

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.
[^]Price for a GT Line model.



WE LIKE Elasticated storage straps in the boot are useful for keeping gear in place, while keyless entry works well and is particularly useful with the boot



WE DON'T After nearly 30,000 miles, the 308 is showing some signs of wear and tear, such as a bald spot appearing on the carpet under the clutch pedal

Auto Express Verdict

THE 308 SW has proven a capable all-rounder, with decent economy, a comfortable driving experience and good looks. As it's racked up the miles, the Peugeot has felt a bit ragged around the edges, but overall it's taken plenty of abuse in its stride and is a great family car.



Fleetwatch



Safety beeps are annoying, but the tyre pressure monitor flagged up a puncture on our Suzuki

Suzuki Vitara

THE long list of standard safety tech included with our Suzuki Vitara has come to the aid of art director Darren Wilson not once, but twice.

In his last report, Darren had complained about the eagerness of the radar brake support system to alert him of possible danger. Even after he'd fiddled with the near/far settings, the shrill warning had sounded at traffic islands, skips and even the occasional speed bump. Yet Darren remained determined to keep the system turned on, just in case.

This proved a smart move. Soon afterwards, it signalled an abrupt halt in city traffic while Darren was adjusting the stereo, preventing a shunt with the van ahead. And a week later, the Vitara was at it again. The tyre pressure warning light flashed up, highlighting a slow puncture on the front passenger tyre. A quick visit to Kwik Fit in West Norwood, south London, confirmed there was a large nail protruding from the rubber.

Twenty minutes later the tyre was fixed, for £26.50. Easy – but Darren had to consult the manual to work out how to reset the pressure monitor.



SEAT Leon XP

THE SEAT Leon X-Perience continues to impress. The combination of punchy diesel power, part-time four-wheel drive and a spacious boot means it's just as attractive as its Skoda-badged cousin, the Octavia Scout (Page 98), on long-distance journeys.

However, deputy road test editor Dean Gibson had a bit of an issue with the boot trim in our car recently, as one of the light covers on the inside of the tailgate worked loose. The panel is supposed to prise open so that you can replace the bulbs when they blow, but we were shocked to find the trim piece simply fell out when we opened the boot.

As it turns out, the trim had come loose when we'd overpacked the boot previously. With the load bay full of bags and luggage, we'd needed to slam the tailgate a bit to get it to latch properly, and the squeeze on the bags inside saw the panel give way.

Thankfully, it popped back into place without a problem, and more caution with packing has kept everything intact since.

Our fleet INDEX

Audi RS3 Sportback
Issue 1,388

Citroen C4 Cactus
Issues 1,365, 1,374, 1,385

Fiat 500X
New arrival

Ford Mondeo
Issues 1,373, 1,378, 1,389

Honda CR-V
New arrival

Kia Sorento
New arrival

Lexus NX 300h
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Mazda 2
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Peugeot 308 SW
Issues 1,342, 1,356, 1,368, 1,384

Range Rover Sport
Issues 1,356, 1,363, 1,382

Renault Twingo
Issues 1,368, 1,387

SEAT Leon X-Perience
Issue 1,384

Skoda Octavia Scout
Issue 1,382

Suzuki Vitara
Issues 1,379, 1,388

Toyota Verso
Issues 1,381, 1,391



Practicality
Boot (seats up/down)
660/1,775 litres



Running costs
46.3mpg (on test)
£58 fill-up





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THIS WEEK'S HOT KIT



TAKE A PERFECT PICTURE WITH RACE PHOTO COURSE

NEW PRODUCT

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Price: £149 Contact: 0344 800 4444, jessops.com

MANY passionate petrolheads are investing in digital SLR cameras, whether it's to capture racing action up close or snap pictures of their detailing expertise. And if you're keen to get the most from your equipment, camera expert Jessops has put together the perfect workshop.

Its Motorsport Photography Course is a great place for beginners and enthusiasts to learn and practise their skills. Based at Donington Park in Leics, it offers a range of races as a subject, from British Touring Cars to World Superbikes.

The Jessops Academy tutor takes you through the best techniques to help you capture all the action, including shutter speed and ISO set-up.

The day includes entrance to the circuit and paddock access where you can rub shoulders with drivers. Aspiring snappers can use the hospitality suite on the day, too.

"The Jessops Academy tutor takes you through the best techniques to capture the action"



Course includes tips on best techniques, and photographers get trackside access



Cat Dow

Got a query?

Cat_Dow@dennis.co.uk
@AE_Consumer



Q How to remove tight bolts

I'M switching to a set of winter tyres following your test, but I'm struggling to remove the rusted nuts from my wheels. Is there a product you can recommend to loosen them up?
Garry Hemmings, E-mail

A *TRADITIONALLY, you'd use a manual wrench and lubricant, but you'd be better off investing in an impact wrench, because it'll save you time. We tested these in Issue 1,382 (above), and the Panasonic EY75A2 came out on top – although it's an expensive option, at nearly £300, which includes batteries.*

Q DIY retrofit LED lights

I'M interested in fitting headlights with LED beams to my car. Is it possible to retrofit these? If so, does this need to be done by a garage or can I do it myself? Should I inform my insurer?
Len Taylor, E-mail

A *A RETROFIT is only possible on cars built with an LED option in the first place. We'd advise getting the job done professionally to ensure correct alignment. You're right that you'll need to flag the modification with your insurer, and before starting any work, you should check with the manufacturer.*

Q Vinyl effect still available?

A FEW years ago, vinyl walnut-effect facia kits seemed particularly popular, but they appear to be much rarer now. Are these still available for mainstream vehicles?
Ray Etherton, E-mail

A *YOU can still get vinyl walnut facia kits, although they are available from trim specialists, rather than mainstream outlets. Nonetheless, the choice is still broad for a variety of vehicles. Depending on your budget, you can either opt for someone to fit the kit or get it delivered and have a go yourself.*

DOUBLE PROTECTION FROM NEW DUAL-LENS DASH CAM

FIRST TEST

Nextbase DUO and 512G

Price: From £199.99 Rating: ★★★★★

Contact: 020 3195 0877, www.nextbase.co.uk

NEXTBASE has long been a key player in the dash cam market, and we've had a first look at its latest releases – the DUO and 512G.

The DUO is a two-lens camera that was developed after requests from customers for two-way protection, as crash-for-cash scammers may not always fake incidents that would be captured by a front-facing camera.

Delivering good-quality, non-obscured focus out of the rear screen isn't easy from a camera mounted on the front screen. In our test, it was tricky to position the camera so the view wasn't blocked by headrests or passengers.

But the rear camera features a 50-metre zoom lens, and Nextbase has done well to package it into such a compact device. The split screen replay is impressive, and there's continuity between footage recorded on the front and rear cameras.

If you're confident that front-facing recording is all you need, though, check out the 512G. It delivers good-quality night recording, and avoids sun glare.

Ultimately, these cameras are for protection and not only could they save you money in the event of an accident, but some insurers also offer discounts if you can show you use one when you drive. These savings will offset the price – which doesn't include fitting.



Two-lens DUO camera (below) films out of front and rear screens, while 512G (above) includes night vision



NEW PRODUCT

Aguri Skyway speed trap detector

Price: £149 Contact: 0800 294 8715, www.aguriworld.co.uk

EXPERTS at electronics firm Aguri believe there's a market for a more sophisticated speed trap detector to help drivers protect their licence, and have launched the feature-packed Skyway.

One of the stand-out new additions is the Smart Filter, which reduces the number of false alerts by tuning into specific radar bands – it's compatible with speed traps running on K, X and Ka bands, as well as laser traps.

On top of this, the Skyway gets free lifetime updates with no subscription or download fees. The Skyway is said to be easy to install and can be moved quickly from vehicle to vehicle.



news, deals & events



Ginetta moves into racy fashion market

RACING marque Ginetta is expanding into the fashion industry, with a new range of motorsport-designed coats, jackets and bags, plus belts and hats.

The line-up features sporting touches like quick-release buckles and a duffle coat with toggles based on an engine kill switch. The clothing will use high-quality materials, such as Merino wool, and feature classy shoulder and elbow pads. Ginetta promises "intricate race car gadgetry and fashionable flair".

Haynes youngsters finish classic project

AFTER a pilot scheme saw a group of youngsters take a Volkswagen Polo through its MoT, the Haynes Mechanix project has let more youths loose on a 1969 MG Midget.

The scheme allowed eight young people with no prior automotive experience to use Haynes manuals to restore the car to its former glory. The participants, aged between 15 and 25, worked towards an Edexcel qualification in Car Mechanics and another in Personal Development.

Festival to celebrate variety of car films

THE London Motor Film Festival is back with awards in categories like Best Drama and Best Internet Viral.

The festival recognises film makers at every level, from self-shooting vloggers to corporate press releases. And the awards will be handed out by judges including film makers and car collectors.

The London Motor Film Festival takes place at Clapham Grand Theatre on 29 November. For more information, log on to londonmotorfilmfestival.com.

Know an event coming soon?
Contact Cat_Dow@dennis.co.uk

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Mini test

NEW PRODUCT

Ring Versatile Mini Lamp RIL82

Best price: £7.99

Contact: 0113 213 2000, ringautomotive.co.uk

IT'S small – just 16mm long – but this 18-LED, 100-lumen lamp certainly packs a punch. While it's no match for a specialist strip-LED inspection lamp like Ring's RIL4000, the RIL82 provides more than enough illumination for a roadside repair.

The beam is wide and clean, and there's no distracting bright spot in the centre. It's marginally brighter than the RIL80 it's up against in this test, although its three-LED torch loses out here.

There are plenty of mounting options, with the pivoting base containing two strong magnets, plus you get another on the rear of the body. There's also a hook at the top – all of which should ensure you can position it to shine light exactly where you need it. All in all, this is a great addition to your glovebox.

Rating: ★★★★★



LED lamps light way for breakdowns in winter

Kim Adams

AS the days get shorter, it's time to ensure you have extra light in the car for emergencies after dark. But should you choose a torch or an inspection lamp?

Ring's rechargeable RIL4000 Ultra Bright Magnetic Flexi inspection lamp won our Issue 1,316 test, so has the firm's expertise carried over to these smaller, AAA battery-powered units? We turned off the workshop lights and compared torch

and inspection lamp beams, looking for a powerful, wide light without dark patches.

We also wanted magnets and hooks so the torch can be positioned to shine on the job, leaving hands free. A drop test from a metre on to concrete ensured they were durable, while prices were from a range of sources as we went to press.

The punchy, versatile RIL82 gets the nod thanks to its mounting options; the RIL80 is a stronger choice as a torch.

"We wanted hooks and magnets so torch can shine on job, leaving your hands free"

UPGRADED CHOICE

Ring Essentials Extendable LED Lamp RIL80

Best price: £9.99

Contact: 0113 213 2000, ringautomotive.co.uk

THIS is an upgrade of Ring's existing Extendable model, and the single-LED torch now delivers an impressive output of 60 lumens – that's four times as many as its predecessor.

It has the edge on the RIL82 in this mini test, with a brighter beam, plus it's easier to hold. That punchy light can be directed really easily as the top hinges and the magnet in the base are more than capable of holding the lamp in any position you need.

Pull the hinged top and the 10 LEDs are exposed and turned on. These serve up 220 lumens of light, although in our practical tests we preferred the beam emitted by the other Ring light. Limited mounting options also mean it loses out here.

Rating: ★★★



books, apps & games



Jaguar D-type

Philip Porter and Chas Parker (Porter Press, porterpress.co.uk) Price: £60 Rating: ★★★★★

THIS follows the history of the most raced Jaguar D-type of all-time: the XKD 504. Authors Porter and Parker paint a vivid picture of the works car turned into a racer that won at Le Mans, the Nürburgring and Sebring through excellent photography, carefully researched words and a captivating tone throughout. A fitting addition to the shelves of any Jag fan, or racing enthusiast for that matter.

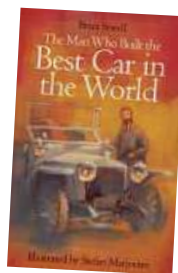


The Man Who Built the Best Car in the World

Brian Sewell (Quartet Books, www.quartetbooks.co.uk)

Price: £11.99 Rating: ★★★★★

NOT enough motoring books are written like children's stories, and Sewell – the acclaimed art writer who passed away in September – tells the tale of Rolls-Royce, and then the 'Best Car in the World', the Silver Ghost, in simple language with beautiful illustrations. There's even a technical section with a detailed history of early Rolls. Great for junior motorists.



OffRoad Legends 2

Available for: Android, iOS

Price: Free (Android); 79p (iOS) Rating: ★★★★★

THIS game has you covering treacherous ground in a wide array of 4x4s. The 2D gameplay is simple, with forward, reverse and tilt controls helping you navigate various terrain. It's beautifully done and the graphics are great. Only the intrusive ads let it down.



App of the week



QuickShame

Available for: Android, iOS

Price: Free Rating: ★★★

QUICKSHAME is the app from new website Roadshamer.com, which lets you post bad driving you've filmed for all to see. It's a good site, but sadly the app is let down by its dull design and basic functions – you're better off using Roadshamer's mobile website.





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ROTARY



Silverline DIY 1200W Sander/Polisher (180mm)

Price: £39 Rating: ★★★★★

Contact: www.silverlinetools.com, 01935 382222

BEST BUY THE class winner in the rotary category – the Silverline is the best polisher for tackling scratches and surface defects. At 2.4kg it's light enough to move round effortlessly, and the 1,200W motor barely vibrates. A power switch lock and variable speed adjustment mean you can hold and control a specific power setting, and the super-soft polisher head leaves a clear finish. A sanding disc is included in the box, so this doubles as a sander.

DeWalt DWP849X Polisher

Best price: £168 Rating: ★★★★★

Contact: www.dewalt.co.uk, 01753 567055

RECOMMENDED STURDY DeWalt has the most powerful motor, at 1,250W, but isn't the heaviest polisher on test, weighing 3kg. That puts it between the Silverline pair and the Clarke, and while the body and handle design are similar to rivals', the DeWalt has the edge on accessories and cord length. It comes with two handle options, and combined with the three-metre cord makes polishing easier than with the two-metre Silverline and Clarke. But at £168, it's too expensive to win here.



Clarke CP185 Sander & Polisher (180mm)

Best price: £83.98 Rating: ★★★★★

Contact: www.clarkeinternational.com, 01992 565300

UNLIKE its rivals, the Clarke comes in a sturdy plastic box to ensure the 1,200W polisher isn't damaged in storage. The design and polishing finish are near-identical to our Silverline Best Buy, but the Clarke finishes third here. It's heavier, and you soon feel the 3.7kg in your shoulders. Plus, while the variable speed control and power switch lock make it as capable as the Silverline, its £84 price tag doesn't compare well with the sub-£40 winner.



Silverline Silverstorm 1010W Polisher (180mm)

Best price: £40.49 Rating: ★★★

Contact: www.silverlinetools.com, 01935 382222

THIS is as light as its Silverline stablemate, and polishes as well, but it comes with fewer accessories. It also has a more awkward shape than the 1200W; combine this with the lack of a power switch lock, and we found the 1010W harder to move around the corners of the car. While it can be used for sanding, and the hook and loop pad means it's easy to switch functions, this doesn't come with a sanding disc. It's more expensive than our Best Buy, too.



POLISHERS

Which rotary and dual action products take the effort out of lifting scratches and buffing?

PRODUCT GROUP TEST 14 | 10 | 2015

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to www.autoexpress.co.uk to look through our huge online test archive.

AE Martin Saarinen

A POLISHER can help you keep your car shiny all year round by restoring paint and correcting scratches and marks. Rotary polishers are the best for tackling the deepest scrapes, but if used incorrectly they can cause further damage. Random orbital and dual action polishers are less aggressive and easier to learn technique with, while some also double up by applying and buffing wax.

To find out which is the best buffer, we lined up four of each and put them through their paces in a polishing head-to-head.

How we tested them



HOW well a polisher revives the paint depends as much on technique as it does on the machine at hand, so Auto Express tested how easy to use each product was. We wanted a long cord to move around the car, too, and variable speed options to tackle different levels of damage.

Our final consideration was value. Prices were taken from a range of sources as we went to press, and we rated the accessories each product comes with.

Auto Express Verdict

THE Silverline 1200W is the clear Best Buy among our rotary polishers, as it combines genuine ease of use with a good polish action, and all at a very competitive price. The GMC offers similar benefits among our selection of random orbital/dual action polishers, and given its huge array of accessories, it's the winner.

Rotary

1. Silverline DIY 1200W Sander/Polisher

Random orbital/dual action

1. GMC 600W Dual Action Sander Polisher



GMC 600W Dual Action Sander Polisher

Best price: £84.50 Rating: ★★★★★
Contact: www.gmc tools.com, 0345 850 0662

BEST BUY THE less powerful dual action polishers are meant for lighter scratches and, if handled incorrectly, are less likely to damage paint. Our Best Buy here comes with three foam pads, and is stored in a tough textile bag. The choice lets users try different options, and the variable speed control allows you to tackle swirls progressively. We liked the 2.5-metre cord, plus the GMC weighs only 3kg.

Sealey ER150P Car Polisher 60W

Best price: £47.94 Rating: ★★★★★
Contact: www.sealey.co.uk, 01284 757500

RECOMMENDED AT 1.9kg, the Sealey is light enough for extended use, and the lack of a handle doesn't make a huge difference. It comes with towel and cloth heads, so it can double as a buffer. The 60W motor vibrates less than the Halfords', but it still left our hands tingling after a few minutes' polishing. With a four-metre cord the Sealey is able to circle around most parts of the car.



Meguiar's DA Power System

Best price: £65 Rating: ★★★
Contact: www.meguiars.co.uk, 0870 241 6696

THE Meguiar's dual action is the only polisher that needs an external tool for power. The body can be fixed to most drills and takes seconds to install. Its pad has the smallest diameter – at 90mm, it's nearly half the size of rivals – which means we had to move around a lot more to cover the same area. Other density pads are available, but Meguiar's only includes one, which isn't very cost effective considering the package is priced at £65.

Halfords 240V Polisher

Best price: £49.99 Rating: ★★★
Contact: www.halfords.com, 0845 057 0000

THE longest cord here, at 4.5 metres, makes this Halfords polisher the easiest to work with around the car. But the bulky frame means accessing tight corners is tricky, and the motor's vibrations gave us tingling hands after three minutes' use. It comes with two heads, and doubles as a buffer. The 235mm version is fine for tiny scratches and swirls; for anything heavier, get a rotary polisher.



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RELIABILITY	<div></div>					28
BUILD QUALITY	<div></div>					64
RUNNING COSTS	<div></div>					46
PERFORMANCE	<div></div>					136
ROAD HANDLING	<div></div>					65
RIDE QUALITY	<div></div>					70
EASE OF DRIVING	<div></div>					49
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IN-CAR TECH	<div></div>					43

GOOD

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"I've covered 115,000 miles and not a single thing has gone wrong. The quality speaks for itself."

"The i-VTEC engine has enough grunt for the occasional overtake."

"The CVT automatic gearbox is smooth and comfortable to drive."

"A nippy car to have in the city. It's easy to park and move in and out of traffic."

"One of the best cars I've driven in 50 years."

NOT SO GOOD

"THE firm suspension is no match for the rugged UK roads."

"Gearbox has had a few niggles and takes some time to get used to."

"I think the interior has too much plastic."

"The Honda has a habit of rattling when driving on country roads or motorways."

"Servicing the Jazz is more expensive than I anticipated."

"I'm disappointed by the fuel economy. I'm averaging nowhere near what Honda states in its figures."



How do you rate your car?
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Q Stop spare wheel thieves

MY 2013 Hyundai Santa Fe's spare wheel has been stolen. I'm slightly puzzled as to how, and want to know if there's anything I can do to prevent this happening again?
Michael Madigan, E-mail

A THE spare wheel is kept underneath the car and is held in place by a wire cable that can be cut easily. This has been a common gripe with other Santa Fe owners, but a number of anti-theft devices are available online or from some dealers to stop crooks in their tracks.

Q Clio headlight adjustment

I WILL be driving to Spain next month and would like to know whether the headlights on my 2014 Renault Clio GT can be adjusted to right-hand traffic, or if I need deflectors?
Gary Larner, E-mail

A WE contacted Renault to find an answer to your query, and it told us that the headlights on the Clio GT cannot be electronically switched to suit driving in Europe. To comply with the law, you would have to buy a set of deflectors and install them manually.

Q BMW engine rattle puzzle

THERE is an odd rattle coming from the engine in my 2008 BMW 320d. There are no warning lights on the dash, but I'm still worried. Any ideas as to what it could be?
Henry Patterson, E-mail

A THE rattle could be from a worn timing chain. This is a known problem with many of BMW's N47 engines, and if it snaps, it can cause thousands of pounds worth of damage. Visit your dealership and have it diagnose whether the belt needs to be replaced.

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NEED TO KNOW

The 1.8 TDCi engine was offered with five or six-speed manual gearboxes; the latter is the one to go for.

NEED TO KNOW

The facelifted Galaxy (from 2010) came with an optional blind spot warning system, which is worth having.



BUYER'S GUIDE: Ford Galaxy Mk2

FROM £3,500 Get a lot for your money with second-hand seven-seater

AE Richard Dredge

EVER since Ford introduced its first Galaxy in 1995, the model has been one of the UK's best-selling people carriers.

It's not hard to see why. With a healthy dose of standard kit, a range of great engines and excellent dynamics, the Galaxy is far better than the van-with-windows MPV stereotype might have you believe.

The Galaxy offers the practicality and versatility you'd expect, there's a dealer in every town and you also get a reasonable level of reliability, although the odd glitch has arisen as these cars age.

But in typical Ford fashion you get an immense amount for your money, so whatever your budget – even if it's less than £5,000 – there's a Galaxy within reach.

History

THE second-generation Ford Galaxy went on sale in June 2006 with a choice of a 2.0-litre petrol engine and either 123bhp 1.8 or 141bhp 2.0-litre TDCi diesels. By September 2007 a 2.3-litre petrol had been added to

the line-up (which came in automatic form only), then in March 2008 a 2.2 TDCi diesel was introduced, alongside a Flexifuel option for the 2.0-litre petrol engine. This allowed the car to be run on E85 bio-ethanol as well as petrol, although there were few takers.

A facelift in April 2010 brought a tweaked design, plus new engines: a 200bhp 2.0-litre EcoBoost petrol alongside 113bhp and 161bhp versions of the 2.0 TDCi Duratorq diesel. From this point on the trim levels ran Zetec, Titanium and Titanium X.

Which one?

THE Galaxy is a big car, so the only engines that make sense are the diesels. Aim for at least a 1.8 TDCi as the 1.6 (from 2011) struggles once the car is fully loaded.

All Galaxys come with a reasonable amount of standard kit, but aim for a high-spec model as there are plenty available. The pre-facelift Galaxy was offered in LX (renamed Edge in 2008), Zetec and Ghia forms, with all cars featuring a heated windscreen as standard, plus air-con

and electric front windows. The Zetec adds alloys, climate control and powered rear windows, while the Ghia comes with cruise control, plus automatic lights and wipers.

Alternatives

ONE of the most capable seven-seater MPVs around is the Kia Sedona, which is reliable, extremely spacious and very affordable, too. It's not as good to drive as the Ford, though, and it's not as versatile, either.

The Chrysler Grand Voyager offers acres of space and practicality galore, but the interior feels cheap in places and the dynamics aren't that impressive.

The current SEAT Alhambra and VW Sharan are more impressive than the Galaxy as they're spacious and versatile, and come with some excellent engines and sliding rear doors. One of the biggest

rivals comes from Ford's own stable, however. The brand's S-MAX is sportier, cheaper and more fun to drive, while offering nearly as much usable space.

Verdict

FORD doesn't make many bad cars, and the Galaxy is every bit as capable as its siblings. Spacious, well equipped, good to drive and comfortable, it promises much – and largely delivers.

Ever since it arrived, the Galaxy Mk2 has notched up one award after another, including gongs for its safety and security.

It was crowned Auto Express's Best MPV when it went on sale in 2006, thanks to its blend of value and versatility. But as you can see from our Driver Power surveys, reliability can be an issue, so check any potential purchase before committing.

"You get an immense amount for your money, so whatever your budget, there's a Galaxy within reach"



NEED TO KNOW

Leaks into the cabin are common, so check the footwells for water, along with possible damage to the electrics.

Thanks to TC Harrison in Derby (www.tch.co.uk) for the loan of the Galaxy in our pictures.

Own a second-hand car in great condition and want it featured in an Auto Express buyer's guide? Get in touch via mail@autoexpress.co.uk

Power steering

ALL Galaxys come with power-assisted steering, which can be unreliable. Dealers can fix things, but owners are normally left to pay the full bill.



John Colley

Electrics

ANOTHER problem can be the Galaxy's electrics – especially the sidelights, windows and alarm system; the latter sometimes shows an on-dash error message.



Air-con

THE air-conditioning system is a common failure point. On facelifted Galaxys the drier unit needs to be replaced every two years, but it rarely is.



Front wipers

THE spindles for the front windscreen wiper mechanism can corrode, leading it to seize. If caught in time it can be lubricated; otherwise it's a £300 repair.



Performance

0-62mph/top speed
9.9 seconds/120mph



Running costs

43-50mpg (2.0 TDCi 140)
£77 fill-up



CO₂/tax

143-172g/km
£145-£205



www.autoexpress.co.uk/driverpower

OUR VIEW

AS the Galaxy celebrates a decade on sale next year, a 159th placing in our Driver Power 2015 satisfaction survey is no big shock. Equally unsurprising is its 15th place for practicality, but that was the only top 100 score. It ranked 197th for reliability, which is not good news, and neither is 185th for build quality.

YOUR VIEW

JAMES Bickerstaff from Coventry reckons his 2009 Galaxy 2.0 TDCi is the ideal family car. He told us: "You get a lot for your money – a big car with plenty of equipment. It's nice to drive and fuel economy isn't bad. Reliability has been okay, but the bills are starting to mount with each service after 110,000 miles."



Interior

VERSATILITY is the name of the game here, with a total of 32 configurations for the seats. There's room for seven adults, too, but the rearmost seats are a bit cramped and there's not much luggage space with all three rows in use, at 308 litres. Fold all the rear seats, and this increases to 2,325 litres.

Contacts

Official
www.ford.co.uk

Forums

www.fgoc.co.uk
www.fordgalaxy.org.uk
www.fordownersclub.com
www.ford-forum.net


How much?

	64 2015	62 2013	60 2011	58 2009	56 2007
Model					
1.6T Titanium	£15,995	£11,995	£9,250	N/A	N/A
2.0 143 Zetec	N/A	£10,350	£7,950	£6,395	£5,150
2.3 Zetec auto	N/A	N/A	£7,695	£6,675	N/A
1.6 TDCi Titanium	£18,195	£13,695	£10,395	N/A	N/A
1.8 TDCi Zetec	N/A	N/A	£8,475	£7,395	£5,960
2.0 TDCi 138 Titanium	£18,795	£13,550	£10,150	N/A	N/A
2.2 TDCi Ghia	N/A	N/A	£10,350	£8,925	N/A

IF you don't mind a Galaxy that's done the thick end of 200,000 miles, you can pick one up from just £3,500. This will net you an early car that'll probably have a 1.8 TDCi engine, or you can buy a 2.0 Zetec with 120,000 miles on the clock for the same money. Diesel engines are fitted to around 95 per cent of Galaxys.

Cap the mileage at 80,000 and you'll generally need to spend at least £6,000, although there's the odd car available for less. Galaxys with the 1.6 TDCi are unusual; track one down and you'll pay at least £11,500 for it.

Running costs

		Fuel economy	CO ₂ emissions	Annual road tax
Model				
1.6 EcoBoost	18	39mpg	167-169g/km	£205
2.0	16-17	34mpg	197g/km	£265
2.0 EcoBoost	24-25	34mpg	189g/km	£265
2.3 auto	17	28mpg	235g/km	£490
1.6 TDCi	16-18	54mpg	139g/km	£130
1.8 TDCi	18-19	44mpg	166g/km	£205
2.0 TDCi	16-23	43-50mpg	143-172g/km	£145-£205
2.2 TDCi	22-27	41-42mpg	179g/km	£225

WHICHEVER engine is fitted, your Galaxy will need to visit the garage every 12 months or 12,500 miles. The service schedule runs minor, minor, major. Minor check-ups are priced at £215 and major services at £295 until the car is four years old – then the costs drop to £125 and £195.

On top of this, the brake fluid needs to be renewed every two years at £39 (£49 until the car is four years old) and fresh coolant is required every 10 years, also at £39.

All Galaxy engines are fitted with a timing belt apart from the 2.0-litre Duratec and 2.3-litre petrols. This belt needs to be replaced every 10 years or 125,000 miles.

Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£60	£37.70
Front brake discs (pair)	£144.86	£69.48
Door mirror glass (electric)	£61.79	£13.80
Front wiper set	£37.46	£27.54

Prices for a 2011 Galaxy 2.0 TDCi. Dealer figures supplied by Trust Ford, Edgware, North West London (www.trustford.co.uk). Independent prices from Euro Car Parts (www.eurocarparts.com).

Recalls

THE Galaxy Mk2 has been the subject of nine recalls so far; the first was issued in July 2006 (just a month after the car went on sale) and the most recent in September 2013.

That first recall was because some cars could suffer from the engine cutting out due to a fuel pipe coming adrift. Since then there have been two recalls because of the glass roof becoming detached and two due to problems with the brake servo. There have also been issues with the heated windscreen and fuel leaks.

Car hunter

£25,000 for a big V8 saloon, but which one?

Dear Lawrence, I'm after a fun, characterful saloon with a V8. I don't do many miles, so I'm not fussed about economy. What should I check out for £25k?

Gregg Hawforth, Birmingham

Contact: Lawrence_Allan@dennis.co.uk



CARS

THE DRIVER'S CHOICE



Vauxhall VXR8

FOR: Good fun to drive, affordable to buy
AGAINST: Brash looks a bit much for some

DON'T be fooled by the Vauxhall badge – the VXR8 is a rebranded Holden, imported from Australia, and isn't exactly subtle. It's loud, proud and bigger than you'd expect, with loads of space and kit inside.

You also get a great 6.2-litre V8. There's little in the way of fancy gadgets, but if you can live with the cheap-feeling cabin and steep running costs, it's a lot of car for your money. We found a 2009 6.2 V8 manual with just 16,000 miles for £22,995.

THE SENSIBLE CHOICE



Jaguar XFR

FOR: Brilliant engine and ride, classy cabin
AGAINST: Least sporty option here, pricey

JAGUAR took on the German establishment when it launched the XFR in 2009, and it fared well. The car added to the good looks and hi-tech cabin of the standard XF with a rapid 500bhp supercharged V8. Yet the performance was only half the story, as the XFR has a superb ride and handling balance.

It's not as thrilling or showy as the other cars here, plus you'll pay a premium. Still, our classifieds search revealed a 67,000-mile 59-reg XFR for £24,500.

THE STYLISH CHOICE



Mas. Quattroporte

FOR: Style and flair, addictive engine note
AGAINST: Cabin feels dated, firm ride

THE exotic Maserati Quattroporte looked quirky rather than gorgeous at launch 10 years ago, but it's matured over time. However, the premium badge isn't matched by interior quality, as the XF is more upmarket inside.

The 395bhp 4.2-litre V8 might trail rivals here on power, yet it makes a great noise. And while you'll have to live with the clunky box's shift paddles and a fidgety town ride, few cars can beat it for flair. A 2007 Sport GT with 35,000 miles can be yours for £23,950.

INTERIOR



VXR8 is reasonably well equipped, yet the interior isn't particularly upmarket – which may put some buyers off. It's fine in isolation, though, and you can't argue with the amount of passenger space or the big boot.



THE Jaguar's interior is much more upmarket than the VXR8's and even beats the Maserati Quattroporte's for quality. Space is good enough, too, although headroom isn't brilliant and the Italian model has more style.



MASERATI'S cabin provides a real sense of occasion every time you get behind the wheel, but the layout is a little haphazard and quality is patchy compared to the Jag. Plus, you can only fit two in the back and the boot isn't huge.

RELIABILITY



THE Vauxhall's mechanicals are well proven, with a big, low-stress V8 borrowed from the Corvette. Front suspension arms are a known weak point, while some minor electrical glitches are common.



XFR'S engine has been around for a long time now and should be solid, yet there have been numerous issues with the auto gearbox and various electrical gremlins. The later the model, the more reliable it'll be.



THE Quattroporte is more reliable than you might expect, although transmission failure isn't unheard of. The biggest problems, however, are the pricey consumables and extortionate servicing.

Open champions

Now's the time of year to get a good deal on a soft-top, but which of these is the better buy?

MINI scores with solid retro-styled interior



MINI Convertible
47.1mpg (official)
£54 fill-up



MINI Cooper S Convertible

Years: 2009 to 2015 **Engine:** 1.6-litre 4cyl, 182bhp
Insurance group: 30 **Econ/CO₂:** 47mpg/139g/km
Why? The fun and quirky MINI Convertible comes packed with character and is a hoot to drive.

Prices from: £5,999

MINI has produced a Convertible since 2004, but the second-generation version – launched in 2009 – was a massive improvement with cleaner lines and an uprated interior.

Inside it's packed with retro details, but space is an issue, with the rear seats cramped even for small children. And with the roof in place, the whole cabin feels oppressive. All is forgiven when you drop the top, though; the entire hood comes down, unlike in the DS3, making for proper wind-in-the-hair motoring.

The MINI is a thrilling car to drive, with direct handling and masses of grip. The turbocharged 1.6-litre engine in the Cooper S is the same as in the DS3, but it's tuned to deliver 27bhp more power, at 182bhp, giving great performance. Yet the addition of stop/start means economy and emissions are about on par with its rival's.

The Mk2 MINI finished a lowly 154th in our Driver Power 2015 satisfaction survey, although the first cars are now six years old. Still, these early models are good value.



Even children will find MINI's rear seats a bit tight, but with soft-top down, car is great fun

1 MINI Convertible

IT'S a win for the MINI in this test. There's no real substitute for its full convertible roof, and the punchy engine, fun handling and sheer personality offered by all MINIs confirm the car's victory.



Citroen has more room inside, if a bit less character



DS3 Cabrio
47.9mpg (official)
£52 fill-up



DS3 looks more modern, yet as roof doesn't fold fully, you don't get a true open-air experience

2 Citroen DS3 Cabrio

FOR those wanting moderate drop-top thrills, the DS3 Cabrio is a sound choice, and it has the edge over the MINI for practicality. Despite this, it can't compete on driving pleasure or character.

Citroen DS3 Cabrio 1.6 THP

Years: 2013 to 2015 **Engine:** 1.6-litre 4cyl, 155bhp
Insurance group: 23 **Econ/CO₂:** 48mpg/137g/km
Why? The DS3 Cabrio is a leftfield choice for buyers wanting a convertible without the usual sacrifices.

Prices from: £8,490

THE DS3 Cabrio was launched before Citroen spun DS off as a separate brand, so it still wears the double chevron badge. But the car isn't a traditional convertible – to preserve stiffness and keep costs down, it has a fabric top running between the roof rails down to the bootlid.

The hood can work like a giant sunroof, or be pulled all the way back to sit just below where the rear window normally is. It looks good, and ties in well with the other design details on the car, like the 'shark fins' behind the front doors.

The cabin is solidly built and more logically laid out than the MINI's. It's roomier as well, and four adults can just about squeeze in.

The engine offers strong performance, but while the DS3 is lighter it can't match the MINI for outright pace. It trails on handling agility, too.

As the DS3 Cabrio wasn't introduced until 2013, it's rarer second-hand than the MINI. The regular car impressed in Driver Power, finishing 67th. Running costs were its strength, showing the Citroen can offer fun and cheap motoring.

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Mrs. P Brampton ★★★★★



Dimensions: W:110mm x H:70mm x D:12mm

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HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO₂. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

Spotted an error? Email: dean_gibson@dennis.co.uk

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

ECO BAND: New cars fall into 13 CO₂ bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

BAND A: Up to 100g/km CO₂ (road tax exempt)
BAND B: 101-110g/km CO₂ (exempt/E20)
BAND C: 111-120g/km CO₂ (exempt/E30)
BAND D: 121-130g/km CO₂ (exempt/E110)
BAND E: 131-140g/km CO₂ (E130/E130)
BAND F: 141-150g/km CO₂ (E145/E145)
BAND G: 151-165g/km CO₂ (E180/E180)
BAND H: 166-175g/km CO₂ (E295/E205)
BAND I: 176-185g/km CO₂ (E350/E225)
BAND J: 186-200g/km CO₂ (E490/E265)
BAND K: 201-225g/km CO₂ (E640/E290)
BAND L: 226-255g/km CO₂ (E870/E490)
BAND M: Over 255g/km CO₂ (E1100/E505)

EURO NCAP RATING: At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

CONTACT DETAILS: We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

ABARTH

www.abarthcarsuk.com / Brochure: 00800 2227 8400 / Dealers: 25
Warranty: 3 years/60000 miles

595 - 3657x1627mm, **EURO-NCAP** N/A
DRIVER POWER POS: 87th

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.4 T-Jet (140) 595 Custom	F	43.5	7.9	150	£14610
1.4 T-Jet (140) 595 Trofeo	E	47.1	7.9	139	£15150
1.4 T-Jet (160) 595 Turismo	G	43.5	7.4	155	£18040
1.4 T-Jet (180) 595 Competizione	E	47.1	6.8	139	£419890
1.4 T-Jet (190) 695 Biposto	G	43.5	5.9	155	£33055

595C: add £1800, add add £1300 (not Trofeo/Biposto)

ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 00800 2532 0000 / Dealers: 46
Warranty: 3 years/unlimited miles

MiTo - 4063x1720mm, **EURO-NCAP**★★★★★
DRIVER POWER POS: 155th

1.3 JTDm-2 (85) Progression	A	80.7	12.9	90	11	£14405
1.3 JTDm-2 (85) Junior	A	80.7	12.9	90	11	£15505
1.3 JTDm-2 (85) Distinctive	A	80.7	12.9	90	11	£16745
1.6 JTDm-2 (120) Distinctive	C	65.7	9.9	112	19	£17910
0.9T TwinAir (105) Progression	A	67.2	11.4	99	13	£13860
0.9T TwinAir (105) Junior	A	67.2	11.4	99	13	£14960
0.9T TwinAir (105) Distinctive	A	67.2	11.4	99	13	£16160
1.4 TB MultiAir (78) Progression	D	50.4	13.0	130	9	£12760
1.4 TB MultiAir (140) TCT D'ctive	D	52.3	8.1	124	22	£17710
1.4 TB M'Air (170) Q'foglio Verde	D	52.3	7.3	124	27	£20300

QV Line: add £750 to Distinctive (not 1.3 JTDm-2)

Giulietta - 4351x1798mm, **EURO-NCAP**★★★★★
DRIVER POWER POS: 69th

1.6 JTDm-2 (105) Business	B	70.6	11.3	104	18	£19080
1.6 JTDm-2 (105) Progression	B	70.6	11.3	104	18	£19500
1.6 JTDm-2 (105) Distinctive	B	70.6	11.3	104	18	£20750
2.0 JTDm-2 (150) Business	B	67.3	8.8	110	23	£20380
2.0 JTDm-2 (150) Distinctive	B	67.3	8.8	110	23	£21930
1.4 TB (120) Progression	F	44.1	9.4	148	17	£18450
1.4 TB (120) Distinctive	F	44.1	9.4	148	16	£19700
1.4 TB MultiAir (150) Sprint	E	49.6	8.2	131	20	£20700
1.4 TB MultiAir (170) TCT Business	C	55.4	7.6	119	23	£20900
1.4 TB MultiAir (170) Distinctive	E	49.6	7.6	131	23	£21200
1.75T (240) TCT Q'foglio Verde	G	40.4	6.0	162	25	£28330

Exclusive: add £1750 to Distinctive, QV Line: add £3500 to Distinctive, auto: add £2160 to 2.0 JTDm-2, £1295 to 1.4 TB (170)

4C - 3989x2090mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.75T TCT 4C	G	41.5	4.5	157	N/A	£51500
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4C Spider: add £8000

ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18
Warranty: 2 years/unlimited miles

D3 - 4628x1811mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139	50	£46950
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	50	£49950

B3 - 4628x1811mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	49	£54950
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	49	£56950

D5 - 4913x1860mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	47	£56950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	47	£59950

B5 - 4905x4913x1860mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	N/A	£75150
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B7 - 5092x1902mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230	N/A	£98800
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XD3 - 4651x1901mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174	50	£56450
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D4 - 4640x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139	49	£50950
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156	49	£54950

B4 - 4640x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	49	£58950
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	49	£62950

B6 - 4894x1894mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	50	£92850
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	50	£97850

ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 1
Warranty: 3 years/unlimited miles

Atom - 3410x1798mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 i-VTEC Atom 3.5 245	N/A	3.3	N/A	N/A	£30596
2.0 i-VTEC Atom 3.5 310	N/A	2.7	N/A	N/A	£35812
2.0 i-VTEC S/C Atom 3.5R	N/A	2.6	N/A	N/A	£64800

Nomad - 3215x1850mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.4 i-VTEC Nomad	N/A	3.4	N/A	N/A	£33000
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ASTON MARTIN

www.astonmartin.com / Brochure: 01926 646444 / Dealers: 22
Warranty: 3 years/unlimited miles

Rapide S - 5020x2140mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Rapide S	M	19.9	4.9	332	50	£150299
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Vantage - 4380-4385x1865mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.7 V8 Vantage	M	20.5	4.8	321	50	£87344
4.7 V8 Vantage N430	M	20.5	4.8	321	50	£92344
4.7 V8 Vantage S	M	20.5	4.5	321	50	£97344
6.0 V12 Vantage S	M	17.3	3.7	388	50	£139155

Auto: add £5000, Vantage Roadster: add £9000 (not N430)

DB9 - 4720x1875mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe GT	M	19.8	4.5	333	50	£140887
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Vanquish - 4721x1905mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe	M	19.6	4.1	335	50	£194150
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Vanquish Volante: add £12000

AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121
Warranty: 3 years/60000 miles

A1 - 3954x1740mm, **EURO-NCAP**★★★★★
DRIVER POWER POS: 152nd

1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	15	£14530
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	15	£16505
1.6 TDI (116) SE 3dr	A	80.7	9.4	92	19	£15605
1.4 TFSI (125) Sport 3dr	C	57.6	8.8	115	21	£16905
1.6 TDI (116) Sport 3dr	A	80.7	9.4	92	19	£17580
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	21	£18900
1.4 TFSI CoD (150) S line 3dr	C	58.9	7.8	112	25	£19695
1.6 TDI (116) S line 3dr	A	80.7	9.4	93	19	£19575
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	33	£25595

S tronic auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730

A3 - 4237x1777mm, **EURO-NCAP**★★★★★
DRIVER POWER POS: 27th

1.2 TFSI (110) SE 3dr	C	57.6	9.9	114	14	£18865
1.4 TFSI (125) SE 3dr	C	54.3	9.3	120	16	£20165
1.4 TFSI (150) CoD SE 3dr	B	60.1	8.3	109	16	£21015
1.6 TDI (110) ultra SE 3dr	A	83.1	10.5	89	18	£21115
2.0 TDI (150) SE 3dr	B	68.9	8.6	106	21	£22465
1.6 TDI (110) Sport Nav 3dr	A	74.3	10.7	99	15	£22515
2.0 TDI (150) Sport Nav 3dr	B	68.9	8.6	106	21	£23865
2.0 TDI (184) Sport Nav 3dr	B	68.9	7.3	108	27	£25135
2.0 TFSI (300) quattro S3 3dr	G	40.4	5.2	162	36	£31230
2.5 TFSI (367) quattro RS3 Sp'back J	J	34.8	4.3	189	40	£40795
1.4 TFSI (204) e-tron Sportback Sdr A	A	176.6	7.6	37	29	£30340

S tronic auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI, S3, add £2910 to 2.0 TDI (184), quattro: add £1430 to 1.6 TDI (not 3dr) and 2.0 TDI (150), £2910 to 2.0 TDI (184) S tronic, A3 Sportback: add £620, A3 Saloon: add £1545, A3 Cabriolet: add £5360 (selected models), SE Technik: add £750 to SE diesels, Sport Nav: add £1225 to SE, S line: add £2150 to Sport

A4 (NEW) - 4726x1842mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.4 TFSI (150) SE	D	54.3	8.7	126	N/A	£25900
2.0 TFSI (190) SE	D	51.4	7.2	127	N/A	£27700
2.0 TDI ultra (150) SE	A	74.3	8.9	99	N/A	£29150
2.0 TFSI (150) Sport	D	54.3	8.7	126	N/A	£26850
2.0 TFSI (190) Sport	D	51.4	7.2	127	N/A	£28650
2.0 TDI ultra (150) Sport	A	74.3	8.9	99	N/A	£30100
2.0 TDI ultra (190) Sport	B	72.4	7.7	102	N/A	£31000
3.0 V6 TDI (218) S tronic Sport	B	67.3	6.6	109	N/A	£34250
3.0 V6 TDI (272) S tronic S line	E	55.4	5.3	134	N/A	£38950
3.0 V6 TFSI quattro S tronic S4	I	36.7	5.0	179	36	£40085
4.2 V8 FSI quat S tron RS4 Avant	L	26.4	4.7	249	41	£56595

S tronic auto: add £1530 to 2.0 TFSI and 2.0 TDI, A4 Avant: add £1400, quattro: add £5350 to 2.0 TFSI (190) S tronic, add £1430 to 2.0 TDI (190) 3.0 V6 TDI (218) (not SE), S line: add £1085 to Sport (not 1.4 TFSI)

A5 Sportback - 4712-4718x1854mm, **EURO-NCAP** N/A
DRIVER POWER POS: 26th

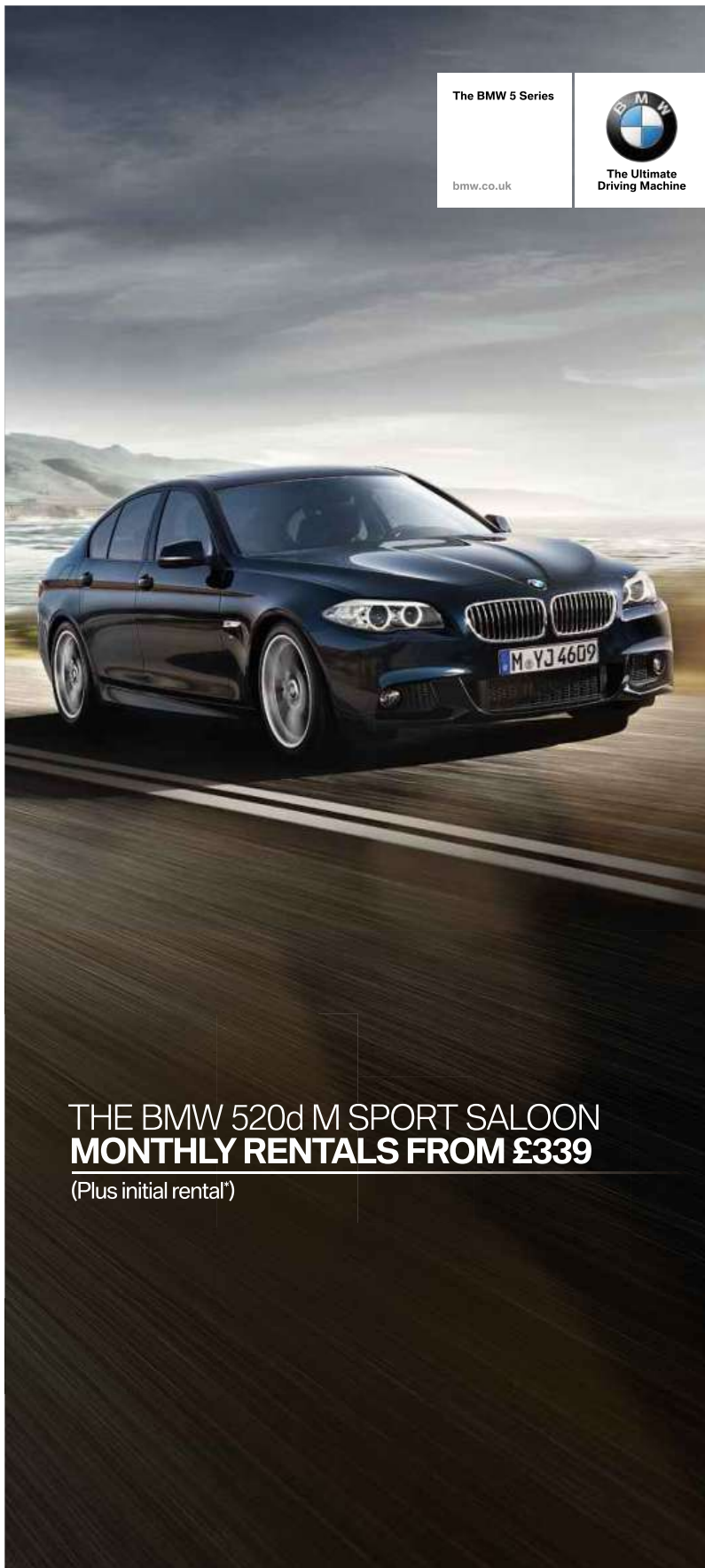
1.8 TFSI SE Technik 5dr	E	48.7	8.2	136	27	£30035
2.0 TFSI quattro SE Technik 5dr	G	41.5	7.1	159	29	£34730
2.0 TDI ultra (136) SE Technik 5dr	B	67.3	9.5	109	24	£31385
2.0 TDI (177) SE Technik 5dr	C	60.1	8.5	120	28	£31515
2.0 TDI (150) m' tronic SE Tech 5dr	D	58.9	9.4	127	24	£33340
3.0 TDI (245) quat S tron S line 5dr	G	48.7	6.2	152	34	£41090
3.0 V6 TFSI quattro S5	J	35.0	5.1	190	40	£42990

S tronic auto: add £1480 to TFSI, 2.0 TDI (177), £1555 to 2.0 TDI, quattro: add £1645 to 2.0 TDI (177) SE, S line and Black, SE Technik: add £1350 to SE, S line: add £2300 to SE, Black: add £1250 to S line

A6 - 4933-4979x1874-1936mm, **EURO-NCAP**★★★★★
DRIVER POWER POS: 54th

2.0 TDI ultra (190) SE	C	65.7	8.4	113	31	£32295
3.0 TDI (218) S tronic SE	D	60.1	7.1	122	38	£38435
3.0 TDI (272) quattro S tronic SE	E	55.4	5.5	133	41	£41755
3.0 BiTDI quattro tiptronic SE	G	47.1	5.0	159	43	£46465
4.0 V8TT quattro S tronic SE	K	30.7	4.4	214	47	£56545
4.0 V8TT quattro tiptronic RS6 Avant	K	29.4	3.9	223	50	£79085

S tronic auto: add £1490 to 2.0 TDI, quattro: add £1760 to 3.0 TDI (218), A6 Avant: add £2000, S line: add £2410-£2450 to SE, Black Edition: add £2175 to S line



THE BMW 520d M SPORT SALOON MONTHLY RENTALS FROM £339

(Plus initial rental*)

BMW (UK) Ltd is a credit broker. Figures may vary depending on driving style and conditions. Official fuel economy figures for the BMW 520d M Sport Saloon: Urban 50.4 mpg (5.6l/100km). Extra Urban 67.3mpg (4.2l/100km). Combined 60.1mpg (4.7l/100km). CO₂ emissions 124 g/km. *Initial rental £5,699. Price shown is for a 36 month Personal Contract Hire agreement for a BMW 520d M Sport Saloon with optional metallic paint, with a contract mileage of 30,000 miles and excess mileage charge of 10.12p per mile. Applies for new vehicles ordered at participating BMW retailers between 1 October and 31 December 2015 and registered by 31 March 2016 (subject to availability). Retail customers only. At the end of your agreement you must return the vehicle. Excess mileage, vehicle condition and other charges may be payable. Hire available subject to status to UK residents aged 18 or over. Guarantees and indemnities may be required. Terms and conditions apply. Offer may be varied, withdrawn or extended at any time. Hire provided by BMW Financial Services (GB) Limited, Summit ONE, Summit Avenue, Farnborough, Hampshire GU14 0FB.

www.autoexpress.co.uk

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
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2.5 VVT BAC Mono 42.2 2.8 N/A N/A£111168

BENTLEY

www.bentleymotors.co.uk / Brochure: 0808 100 5200 / Dealers: 23
Warranty: 3 years/unlimited miles

Flying Spur - 5299x1924mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.0 V8 auto Flying Spur **L** 25.9 4.9 254 50 **£143725**
6.0 W12 auto Flying Spur **M** 19.0 4.3 343 50 **£154455**

Mulsanne - 5575x1926mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.75 V8 auto Mulsanne **M** 16.8 5.1 393 50 **£230515**
6.75 V8 auto Mulsanne Speed **M** 19.3 4.8 342 50 **£253155**

Continental - 4804-5290x1916-1945mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 W12 auto GT **M** 19.5 4.3 338 50 **£151655**
6.0 W12 auto GT Speed **M** 19.5 4.0 338 50 **£169455**
4.0 V8 auto GT **L** 26.7 4.5 246 50 **£130915**
4.0 V8 auto GT S **L** 26.7 4.3 246 50 **£150725**
4.0 V8 auto GT3-R **M** 22.3 3.6 295 50 **£238655**
Continental GTC: add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12

BMW

www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153
Warranty: 3 years/unlimited miles

i3 - 3999x1775mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

eDrive auto i3 **A** N/A 7.2 0 21 **£30980**
eDrive auto i3 Range Extender **A** 470.8 7.9 13 21 **£34130**

1 Series - 4324x1765mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 101st

1.6 118i SE 3dr **D** 52.3 8.5 125 18 **£20780**
1.6 118i Sport 3dr **D** 52.3 8.5 125 18 **£21780**
1.6 120i Sport 3dr **E** 48.7 7.4 136 21 **£23830**
2.0 125i M Sport 3dr **G** 42.2 6.4 157 28 **£26910**
3.0 M135i 3dr **J** 35.3 5.1 188 37 **£31860**
1.5 116d ED Plus 3dr **A** 83.1 10.4 89 15 **£22030**
2.0 118d SE 3dr **B** 70.6 8.3 104 19 **£22860**
2.0 118d Sport 3dr **B** 70.6 8.3 104 19 **£23860**
2.0 120d Sport 3dr **C** 65.7 7.1 114 24 **£25310**
2.0 auto 125d M Sport 3dr **D** 61.4 6.3 121 30 **£30335**
Auto: add £1490-£1685, 5dr: add £530, M Sport: add £1700-£1830

3 Series - 4624x1811mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 51st

2.0 318i SE **D** 52.3 8.9 124 23 **£24975**
2.0 318i Sport **D** 52.3 8.9 124 23 **£25275**
2.0 320i SE **E** 48.7 7.3 134 30 **£27255**
2.0 320i Sport **E** 48.7 7.3 134 30 **£27555**
2.0 320i M Sport **E** 47.9 7.3 138 31 **£29555**
2.0 330i M Sport **G** 43.5 5.9 151 36 **£32805**
2.0 340i M Sport **I** 36.7 5.5 179 38 **£38125**
2.0 316d SE **B** 68.9 10.9 109 20 **£27435**
2.0 316d Sport **B** 68.9 10.9 109 20 **£27735**
2.0 318d SE **C** 67.3 9.0 111 24 **£28685**
2.0 318d Sport **C** 67.3 9.0 111 24 **£28985**
2.0 320d SE **C** 67.3 7.5 111 31 **£29785**
2.0 320d Sport **C** 67.3 7.5 111 31 **£30085**
2.0 320d EfficientDynamics Plus **B** 72.4 8.0 102 31 **£30845**
2.0 318d M Sport **C** 64.2 9.0 116 25 **£30985**
2.0 320d EfficientDynamics Sport **B** 68.9 8.0 108 31 **£30985**
2.0 320d M Sport **C** 64.2 7.5 116 32 **£32085**
2.0 330d auto M Sport **E** 56.5 5.6 131 38 **£37415**
2.0 335d auto M Sport xDrive **F** 51.4 4.8 145 43 **£40330**
3.0TT M3 **K** 32.1 4.3 204 45 **£56595**
Auto: add £1730-£1420, xDrive: add £1550, 3 Series Touring: add £1300-£1340, Sport: add £1000 to SE, Luxury: add £200 to M Sport (not 335d)

3 Series Gran Turismo - 4824x1828mm, **EURO-NCAP** N/A
DRIVER POWER POS: 51st

2.0 320i SE **G** 42.2 7.9 155 31 **£29905**
2.0 320i Luxury **G** 42.2 7.9 155 31 **£31905**
2.0 328i SE **G** 41.5 6.1 157 35 **£33105**
2.0 328i Luxury **G** 41.5 6.1 157 35 **£35105**
3.0 335i Luxury **J** 34.9 5.7 189 38 **£40565**
3.0 318d SE **D** 61.4 9.7 122 24 **£32125**
3.0 318d Luxury **D** 61.4 9.7 122 24 **£33275**
3.0 320d SE **D** 57.6 8.0 130 30 **£32375**
3.0 320d Luxury **D** 57.6 8.0 130 30 **£34375**
3.0 325d SE **E** 54.3 7.1 136 34 **£34305**
3.0 325d Luxury **E** 54.3 7.1 136 34 **£36305**
3.0 auto 330d SE **E** 54.3 5.7 137 40 **£37705**
3.0 auto 330d Luxury **E** 54.3 5.7 137 40 **£39705**
3.0 auto 335d xDrive Luxury **F** 49.6 4.9 149 42 **£44120**
Auto: add £1410-£1550, xDrive: add £1500 to 320i, £1515 to 330d, Sport: add £1000 to SE, M Sport: add £250 to Luxury

5 Series - 4907-4998x1860-1901mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 47th

2.0 520i SE **F** 44.1 7.9 149 36 **£33130**
2.0 520i M Sport **F** 44.1 7.9 149 37 **£35985**
2.0 528i SE **G** 42.8 6.2 154 40 **£36695**
2.0 528i M Sport **G** 42.8 6.2 154 41 **£39530**
3.0 auto 535i Luxury **H** 39.2 5.7 169 42 **£44685**
3.0 auto 535i M Sport **H** 39.2 5.7 169 42 **£44740**
4.4 V8 auto 550i Luxury **J** 32.8 4.6 199 46 **£57610**
4.4 V8 auto 550i M Sport **J** 32.8 4.6 199 46 **£57910**
2.0 518d SE **C** 62.8 9.7 119 30 **£30865**
2.0 518d M Sport **C** 62.8 9.7 119 31 **£33665**
2.0 520d SE **C** 62.8 8.1 119 33 **£32365**
2.0 520d M Sport **C** 62.8 8.1 119 34 **£35165**
2.0 525d SE **D** 57.6 7.0 129 33 **£36980**
2.0 525d M Sport **D** 57.6 7.0 129 40 **£39910**
3.0 auto 530d SE **E** 55.4 5.8 134 43 **£41455**
3.0 auto 530d Luxury **E** 55.4 5.8 134 43 **£44255**
3.0 auto 530d M Sport **E** 55.4 5.8 134 43 **£44270**
3.0 auto 535d M Sport **E** 53.3 5.3 138 45 **£48920**
3.0 auto ActiveHybrid 5 SE **F** 44.1 5.9 149 44 **£47790**
3.0 auto ActiveHybrid 5 Luxury **F** 44.1 5.9 149 44 **£48825**
3.0 auto ActiveHybrid 5 M Sport **F** 44.1 5.9 149 44 **£50625**
4.4 V8TT DCT M5 **L** 28.5 4.3 232 48 **£73970**
Auto: add £1535, 5 Series Touring: add £2325, Luxury: same price as M Sport except where listed

5 Series Gran Turismo - 5004x1901mm, **EURO-NCAP** N/A
DRIVER POWER POS: 47th

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
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2.0 auto 520d SE **F** 51.4 8.9 144 33 **£38045**
2.0 auto 520d Luxury **F** 51.4 8.9 144 34 **£40845**
3.0 auto 530d SE **G** 48.7 6.2 153 43 **£46965**
3.0 auto 530d Luxury **G** 48.7 6.2 153 44 **£48965**
3.0 auto 535i Luxury **J** 34.4 6.1 192 44 **£49465**
3.0 auto 535d Luxury **J** 47.9 5.7 154 46 **£51885**
4.4 V8 auto 550i Luxury **K** 30.7 5.0 214 46 **£59515**
M Sport: same price as 520d Luxury, add £800 to 530d, 535i, 535d Luxury, add £950 to 550i Luxury

7 Series (NEW) - 5098-5238x1902mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto 740Li **G** 41.5 5.6 159 44 **£72060**
3.0 auto 740Li M Sport **G** 40.4 5.6 164 45 **£75710**
3.0 auto 730d **D** 60.1 6.1 124 46 **£64530**
3.0 auto 730d M Sport **D** 57.6 6.1 129 46 **£68180**
3.0 auto 730Li **D** 58.9 6.2 127 46 **£68480**
3.0 auto 730Li M Sport **E** 56.5 6.2 132 46 **£72760**
xDrive: add £2730 to 730d

2 Series Active Tourer - 4342x1800mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.5T 218i SE **C** 57.6 9.2 115 13 **£23010**
2.0T 220i Sport **E** 47.9 7.5 137 20 **£26310**
2.0T 225i xDrive auto Luxury **F** 44.1 6.3 148 23 **£32745**
1.5 216d SE **A** 74.3 10.6 99 11 **£23945**
2.0 218d SE **B** 68.9 8.9 109 15 **£25090**
1.5T 220d Sport **C** 64.2 7.6 115 21 **£27790**

Auto: add £1250 to 218i, £1420 to 220i, £1550 to diesels, Sport: add £1250 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £3050 to 220d, 2 Series Gran Tourer: add £1700 to selected models

X1 (NEW) - 4439x1821mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

2.0 sDrive18d SE **B** 68.7 9.2 109 N/A **£26780**
2.0 xDrive20d Sport **D** 58.0 7.6 127 N/A **£30630**
2.0 auto xDrive20i auto Sport **F** 44.8 7.4 146 N/A **£31225**
2.0 xDrive25d auto xLine **E** 56.5 6.6 132 N/A **£30600**
Auto: add £1550 to 18d/20d, xDrive: add £1500 to sDrive18d, Sport: add £1500 to sLine, xLine/M Sport: add £3000 to SE

X3 - 4657x1881mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 24th

2.0 xDrive20d SE **E** 54.3 8.1 136 30 **£33795**
3.0 auto xDrive30d SE **G** 49.6 5.9 159 39 **£40295**
3.0 auto xDrive35d M Sport **G** 47.1 5.3 157 43 **£45895**
Auto: add £1550, xLine: add £1500, M Sport: add £3000

X4 - 4657x1881mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 xDrive20d SE **E** 54.3 8.1 136 31 **£37395**
3.0 auto xDrive30d xLine **G** 49.6 5.9 159 31 **£45395**
3.0 auto xDrive35d M Sport **G** 47.1 5.3 157 43 **£49495**
Auto: add £1645 to 20d, xLine: add £1500, M Sport: add £3000

X5 - 4886x1938mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 auto xDrive50i SE **L** 27.2 5.0 242 49 **£61185**
2.0 auto sDrive25d SE **F** 50.4 8.2 149 42 **£44280**
2.0 auto xDrive25d SE **G** 48.7 8.2 154 42 **£46565**
3.0 auto xDrive30d SE **G** 45.6 6.9 162 44 **£49365**
3.0 auto xDrive40d SE **G** 45.6 5.9 164 47 **£52025**
2.0 hybrid auto xDrive40e SE **A** 85.6 6.8 77 41 **£51845**
3.0 auto M50d xDrive **I** 42.2 5.3 177 49 **£65640**
4.4 V8TT auto X5 M **M** 25.4 4.2 258 50 **£90180**
M Sport: add £4700 to 30d SE or £4125 50i SE, seven seats: add £1410

X6 - 4909x1989mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto M50d xDrive **H** 42.8 5.2 174 50 **£67390**
3.0 auto xDrive30d SE **G** 47.1 6.7 157 45 **£51615**
3.0 auto xDrive40d SE **G** 45.6 5.8 165 46 **£54275**
4.4 auto xDrive50i SE **K** 29.1 4.8 225 49 **£63535**
4.4 V8TT auto X6 M **M** 25.4 4.2 258 50 **£93080**
M Sport: add £4120 to 50i SE or £4700 30d SE

2 Series Coupe - 4432x1774mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 220i Sport **F** 46.3 7.0 142 25 **£26730**
2.0 220i M Sport **F** 44.8 7.0 148 26 **£28080**
2.0 228i M Sport **G** 42.8 5.8 154 30 **£28945**
3.0 M235i **J** 34.9 5.0 189 39 **£35075**
2.0 218d SE **C** 65.7 8.9 114 20 **£24950**
2.0 218d M Sport **C** 62.8 8.9 119 21 **£27300**
2.0 220d Sport **C** 62.8 7.2 119 24 **£27550**
2.0 220d M Sport **D** 58.9 7.2 125 25 **£28900**
2.0 auto 225d M Sport **D** 60.1 6.3 124 33 **£32655**
Auto: add £1535 to 220i, £1545 to M235i, £1550 to diesel, Sport: add £1000 to SE, Convertible: add £3100-£3450 (not 218d)

4 Series Coupe - 4638x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: 19th

2.0 420i SE **F** 46.3 7.3 144 30 **£30125**
2.0 420i Luxury **F** 46.3 7.3 144 30 **£32625**
2.0 428i SE **G** 42.8 5.9 154 33 **£33520**
3.0 428i M Sport **G** 42.8 5.9 154 34 **£36020**
3.0 435i Luxury **I** 35.8 5.4 185 36 **£41725**
3.0 435i M Sport **I** 35.8 5.4 185 36 **£42365**
2.0 420d SE **D** 60.1 7.5 124 29 **£32495**
2.0 420d Luxury **D** 60.1 7.5 124 30 **£34995**
2.0 425d SE **E** 56.5 6.7 131 34 **£35430**
2.0 425d Luxury **E** 56.5 6.7 131 34 **£37930**
3.0 auto 430d Luxury **D** 57.6 5.5 129 40 **£40315**
3.0 auto 430d M Sport **D** 57.6 5.5 129 40 **£40945**
3.0 auto 435d xDrive Luxury **F** 52.3 4.7 143 41 **£45245**
3.0 auto 435d xDrive M Sport **F** 52.3 4.7 143 41 **£45745**
3.0TT M4 **J** 32.1 4.3 204 42 **£57055**
3.0TT M4 GTS **J** 34.0 3.8 199 N/A **£120770**
Auto: add £1515-£1360, xDrive: add £1535 to 420i, £1500 to 420d, 4 Series Gran Coupe: same price as 4 Series Coupe, 4 Series Convertible: add £4200-£5880 (not 420i, 430d, 435d), Sport: add £1500 to SE, M Sport: add £500 to Luxury

Z4 - 4239-4244x1790mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 sDrive18i **G** 41.5 7.9 159 38 **£29690**
2.0 sDrive20i **G** 41.5 6.9 159 38 **£31790**
2.0 sDrive28i M Sport **G** 41.5 5.7 159 40 **£39340**

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
3.0 sDrive35i M Sport	K 30.1	5.2	219	41	£44960
3.0 DCT sDrive35iS	K 31.4	4.8	210	43	£47905
Auto: add £1890, M Sport: add £3885 to 18i, £3165 to 20i models					

6 Series - 4894x1894mm, EURO-NCAP N/A DRIVER POWER POS: N/A					
3.0 auto 640i SE	I 37.2	5.3	176	47	£59430
3.0 auto 640d SE	F 52.3	5.3	143	48	£62295
4.4 V8 auto 650i Sport	K 32.1	4.6	206	50	£69790
4.4 V8T DCT M6	L 28.5	4.2	231	50	£92350
Convertible: add £4700-£5900, Gran Coupe: same price as Coupe, M Sport: add £3600 to SE, add £2600 to Sport					

i8 - 4689x1942mm, EURO-NCAP N/A DRIVER POWER POS: N/A					
1.5 TT/eDrive auto i8	A 113.0	4.4	59	50	£99540

CATERHAM uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2 Warranty: 1 year					
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Seven - 3100-3300x1270-1505mm, EURO-NCAP N/A DRIVER POWER POS: N/A					
0.6T 160	C 57.6	6.5	114	N/A	£18995
1.6 270	N/A	5.0	N/A	N/A	£22995
2.0 360	N/A	4.8	N/A	N/A	£26995
2.0 420	N/A	3.8	N/A	N/A	£29995
2.0 S/C 620R	N/A	2.8	N/A	N/A	£49995
5 Pack: add £2995, R Pack: add £3995, SV chassis: add £2500, DIY kit: £3000 less than factory build					

CHEVROLET www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: 1 Warranty: 3 years/100000 miles					
Corvette - 4493x1877mm, EURO-NCAP N/A DRIVER POWER POS: N/A					
6.2 V8 Stingray Coupe	M 23.5	3.8	279	50	£69810
6.2 V8 Stingray Convertible	M 23.1	3.8	283	50	£74410

CITROEN www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196 Warranty: 3 years/60000 miles					
C-Zero - 3475x1475mm, EURO-NCAP ★★★★ DRIVER POWER POS: N/A					
64hp auto C-Zero	A	N/A	15.9	0	£16995

C1 - 3466x1884mm, EURO-NCAP ★★★★						
DRIVER POWER POS: 96th						
1.0 VTI (68) Touch 3dr	A	68.9	14.3	95	6	£8345
1.0 VTI (68) Feel 3dr	A	68.9	14.3	95	6	£9595
1.0 VTI (68) S&S Flair 3dr	A	74.3	14.3	88	7	£10535
1.2 PureTech (82) Flair 3dr	A	65.7	11.0	99	11	£10635
1.0 VTI (68) ETG Flair 5dr	A	67.3	14.6	97	7	£11185
5dr: add £400 to Feel/Flair 3dr, Aircscape: add £160 to select models						

C3 - 3941x1728mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 163rd						
1.0 PureTech (68) VT	B	64.2	14.2	102	8	£11075
1.0 PureTech (68) VTR+	B	62.8	14.2	104	9	£12495
1.2 PureTech (82) VTR+	B	61.4	14.2	107	12	£13515
1.2 PureTech (82) Selection	B	61.4	14.2	107	12	£13865
1.2 PureTech (110) S&S Exclusive	B	62.8	10.6	104	18	£15640
1.6 BlueHDi (75) VTR	A	80.7	11.3	90	16	£13245
1.6 BlueHDi (75) VTR+	A	80.7	11.3	90	16	£14785
1.6 BlueHDi (75) Selection	A	80.7	11.3	90	16	£15135
1.6 BlueHDi (100) Exclusive	A	83.1	10.8	87	19	£16790
ETG auto: add £620 to 1.2 PureTech (82) VTR+						

C4 - 4329x1789mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 98th						
1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A	78.5	11.5	95	20	£16745
1.6 BlueHDi (100) S&S Feel	A	85.6	11.5	86	20	£17545
1.2 PureTech (130) S&S Flair	B	59.8	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

C4 Cactus - 4157x1729mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990
1.2 PureTech (82) Touch	B	61.4	12.9	105	9	£13490
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.2 PureTech (82) Feel	B	61.4	12.9	105	9	£14690
1.2 PureTech (82) S&S ETG Feel	A	65.7	15.0	98	7	£15390
1.2 PureTech (110) S&S Feel	B	60.1	9.3	107	15	£15890
1.6 BlueHDi (100) Feel	A	83.1	10.7	87	18	£16690
1.6 e-HDi (92) ETG6 Feel	A	80.7	11.4	92	16	£16890
Flair: add £1400 to Feel						

C5 - 4779x1860mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 112th						
2.0 HDi (160) VTR+ Techno Pack	D	57.6	9.1	129	25	£24150
2.0 HDi (160) Exclusive Techno	D	57.6	9.1	129	25	£25750
Auto: add £2415 to 2.0 HDi Exclusive, CS Tourer: add £1110						

Berlingo Multispace - 4380x1810mm, EURO-NCAP ★★★						
DRIVER POWER POS: 126th						
1.6 VTI (95) Touch	F	44.1	12.8	148	10	£13355
1.6 BlueHDi (75) Feel	C	65.7	15.1	113	12	£15440
1.6 BlueHDi (100) Feel	C	65.7	12.4	113	14	£16040
1.6 BlueHDi (100) ETG Feel	B	67.3	14.3	109	14	£16740
1.6 BlueHDi (100) XTR	C	65.7	12.4	113	15	£17890
1.6 BlueHDi (100) ETG XTR	B	67.3	14.3	109	15	£18440
1.6 BlueHDi (120) XTR	C	64.2	11.4	115	17	£18540
Feel Edition: add £1400 to Feel						

C3 Picasso - 4078x1730mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 108th					
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	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 PureTech (110) VT	C	56.5	N/A	115	13	£13490
1.2 PureTech (110) VTR+	C	56.5	N/A	115	14	£15555
1.2 PureTech (110) Selection	C	56.5	N/A	115	14	£16105
1.2 PureTech (110) Exclusive	C	56.5	N/A	115	14	£16650
1.6 BlueHDi (100) VTR+	B	72.4	N/A	101	16	£16620
1.6 BlueHDi (100) Selection	B	72.4	N/A	101	16	£17170
1.6 BlueHDi (100) Exclusive	B	72.4	N/A	101	16	£17720

C4 Picasso - 4428x1826mm, EURO-NCAP N/A						
DRIVER POWER POS: 77th						
1.2 PureTech (130) VTR	C	56.5	N/A	115	16	£18270
1.6 BlueHDi (100) VTR	A	74.3	14.3	99	15	£18725
1.2 PureTech (130) VTR+	C	56.5	N/A	115	16	£19570
1.6 BlueHDi (100) VTR+	A	74.3	14.3	99	15	£20025
1.6 BlueHDi (120) VTR+	A	74.3	12.6	100	20	£20785
1.6 BlueHDi (120) Exclusive	A	74.3	12.6	100	20	£22085
1.6 THP (165) EA76 Exclusive	D	50.4	8.4	130	21	£22710
2.0 BlueHDi (150) Exclusive	B	67.3	9.8	102	24	£23050
Auto: add £1350 to 1.6 BlueHDi (120) and 2.0 BlueHDi (150), Exclusive+: add £2360 to Exclusive						

Grand C4 Picasso - 4597x1826mm, EURO-NCAP N/A DRIVER POWER POS: 77th					
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1.2 PureTech (130) VTR	C	56.5	N/A	115	16	£19970
1.6 BlueHdi (100) VTR	A	74.3	14.3	99	15	£20425
1.2 PureTech (130) VTR+	C	56.5	N/A	115	16	£21270
1.6 BlueHdi (100) VTR+	A	74.3	14.3	99	15	£21725
1.6 BlueHdi (120) VTR+	A	74.3	12.6	100	20	£22485
1.6 BlueHdi (120) Exclusive	A	74.3	12.6	100	20	£23785
1.6 THP (165) EA76 Exclusive	D	50.4	8.4	130	21	£24410
2.0 BlueHdi (150) Exclusive	B	67.3	9.8	102	24	£24750
Auto: add £1350 to 1.6 BlueHdi (120) and 2.0 BlueHdi (150), Exclusive+: add £2360 to Exclusive						

DACIA						
www.dacia.co.uk / Brochure: 0800 991199 / Dealers: 127						
Warranty: 3years/60000 miles						
Sandero - 4057x1733mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 53rd						
1.2 16v (75) Access	E	48.7	14.5	135	2	£5995
1.2 16v (75) Ambiance	E	48.7	14.5	135	2	£6795
0.9 Tce (90) Ambiance	C	56.5	11.1	116	6	£7595
1.5 dCi (90) Ambiance	A	74.3	12.1	99	8	£8595
Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate						

Sandero Stepway - 4057x1733mm, EURO-NCAP N/A						
DRIVER POWER POS: 53rd						
0.9 Tce (90) Ambiance	D	52.3	11.1	124	7	£8395
1.5 dCi (90) Ambiance	B	70.6	12.1	105	10	£9395
Laureate: add £1800 to Ambiance						

Logan - 4450x1740mm, EURO-NCAP ★★★ DRIVER POWER POS: 48th					
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1.2 16v (75) Access	E	48.7	14.5	135	4	£6995
1.2 16v (75) Ambiance	E	48.7	14.5	135	4	£7795
0.9 TCe (90) Ambiance	C	56.5	11.1	116	9	£8595
1.5 dCi (90) Ambiance	A	74.3	12.1	99	11	£9595
Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate						

Duster - 4316x1822mm, EURO-NCAP N/A						
DRIVER POWER POS: 91st						
1.6 16v (105) Access 2WD	G	39.8	11.5	165	6	£9495
1.5 dCi (110) Ambiance 2WD	D	56.5	11.8	130	10	£11995
1.5 dCi (110) Laureate 2WD	D	56.5	11.8	130	11	£13495
4WD: add £2000 . Laureate Prime: add £500 to Laureate						

DS

www.drivds.co.uk / Brochure: 0800 023 4000 / Dealers: 196
Warranty: 3 years/60000 miles
DS 3 - 3948-3962x1715-1717mm, **EURO-NCAP**★★★★★
DRIVER POWER POS: 67th

1.2 PureTech (82) DSign	B	62.8	14.2	104	9	£12865
1.2 PureTech (110) DStyle	B	60.1	9.6	107	19	£15630
1.2 VTI (120) auto DStyle	F	43.5	10.9	150	16	£16630
1.6 e-HDi (90) DStyle	A	76.3	12.5	95	16	£15820
1.6 THP (165) DStyle Techno	D	50.4	7.5	129	26	£17500
1.6 THP (165) DSport	D	50.4	7.5	129	26	£19000
1.6 BlueHDi (120) DStyle	A	78.5	10.4	94	24	£19320
1.6 THP (165) Ultra DStyle	D	50.4	7.5	129	27	£22900
1.6 BlueHDi (120) Ultra Prestige	A	78.5	10.4	94	24	£23220

Cabrio: add £2460 (selected models), DStyle: £900 less than DSport

DS 4 - 4275x1810mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 123rd						
1.6 e-HDi (115) DSign	C	60.1	12.4	113	18	£19425
1.6 e-HDi (115) DStyle	C	64.0	12.4	113	18	£21975
1.6 VTI (120) DSign	F	46.0	12.2	144	14	£17855
1.6 THP (200) DSport	F	44.0	8.5	149	31	£23405
1.6 THP (160) ETG6 DStyle	I	44.0	9.9	178	21	£21765
1.6 VTI (120) DStyle	F	46.0	12.2	144	15	£19905
2.0 HDi (160) DSport	E	55.0	9.3	134	24	£23700
2.0 HDi (160) DStyle	E	55.0	9.3	134	23	£22700
Auto: add £1600 to HDi (160), add £500 to e-HDi (115)						

DS 5 - 4530x1871mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 106th						
1.6 BlueHDi (120) DSign	B	64.2	12.2	102	21	£23260
1.6 e-HDi (115) ETG6 DStyle	C	64.2	12.2	112	18	£25890
1.6 BlueHDi (120) DStyle	B	64.2	12.2	105	22	£25890
2.0 HDi (160) DStyle	E	55.4	8.5	133	24	£26895
2.0 HDi auto Hybrid4 (200) DStyle	B	68.9	8.3	107	27	£31600
1.6 THP (200) DSport	G	42.2	8.5	155	27	£28920
2.0 HDi (160) DSPORT	E	55.4	8.5	133	24	£28920
1.6 BlueHDi (180) auto DSPORT	C	64.2	9.2	118	30	£31580
2.0 HDi auto Hybrid4 (200) DSPORT	B	68.9	8.3	102	28	£33700
Auto: add £1505 to HDi (160), (180) and (200); same price as e-HDi (115); BlueHDi (180); add £1125 to 2.0 HDi (160)						



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DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 Ti-VCT (125) Zetec	F	44.1	11.5	149	16	£18195
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	14	£18695
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	16	£19195
1.5 TDCi (120) Zetec	B	68.9	11.3	105	17	£19895
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	14	£20195
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	17	£20695
1.5 TDCi (120) Titanium	B	68.9	11.3	105	17	£21395
2.0 TDCi (150) Titanium	C	64.2	9.5	114	25	£22895

Auto: add £1250 to diesels, Titanium X: add £2000 to 1.0 EcoBoost (125), 1.5 TDCi and 2.0 TDCi Titanium, Grand C-MAX: add £1600 (not 1.6 Ti-VCT)

S-MAX - 4796x1916mm, EURO-NCAP★★★★

DRIVER POWER POS: N/A

1.5 EcoBoost (160) Zetec	F	43.5	9.9	149	19	£24545
2.0 TDCi (120) Zetec	D	56.5	13.4	129	16	£25245
2.0 TDCi (150) Zetec	D	56.5	10.8	129	20	£25995
1.5 EcoBoost (160) Titanium	F	43.5	9.9	149	19	£26245
2.0 TDCi (150) Titanium	D	56.5	10.8	129	20	£27695
2.0 TDCi (180) Titanium	D	56.5	9.7	129	20	£28445
2.0 EcoBoost (240) auto Titanium	I	35.8	8.4	180	26	£31300
2.0 TDCi (210) auto Titanium Sport	F	51.4	8.8	144	27	£32260
2.0 TDCi (180) auto 4WD Titanium Spt	F	48.7	10.5	149	24	£32945

Auto: add £1550 to 2.0 TDCi (150) and (180), 4WD: add £1500 to 2.0 TDCi (150), Titanium Spt: add £1490 to 2.0 TDCi (180) Titanium

Galaxy - 4848x1916mm, EURO-NCAP★★★★

DRIVER POWER POS: N/A

1.5 EcoBoost (160) Zetec	F	43.5	10.0	149	19	£26445
2.0 TDCi (120) Zetec	D	56.5	13.6	129	17	£27595
2.0 TDCi (150) Zetec	D	56.5	10.9	129	20	£28345
1.5 EcoBoost (160) Titanium	F	43.5	10.0	149	20	£28595
2.0 TDCi (150) Titanium	D	56.5	10.9	129	21	£29995
2.0 TDCi (180) Titanium	D	56.5	9.8	129	24	£30795
2.0 EcoBoost (240) auto Titanium X	I	50.0	8.6	180	26	£35205
2.0 TDCi (210) auto Titanium X	F	51.4	8.9	144	28	£36145

Auto: add £1550 to 2.0 TDCi (not 120), 4WD: add £1550 to 2.0 TDCi (150) Titanium, add £1365 to 2.0 TDCi (180) auto Titanium X, Titanium X: add £3100 to Titanium (not 1.5 EcoBoost)

EcoSport - 4235x1765mm, EURO-NCAP★★★

DRIVER POWER POS: N/A

1.5 (112) Zetec	F	44.8	13.3	149	9	£14245
1.0T EcoBoost (125) Zetec	D	52.3	12.7	125	11	£15145
1.0T (95) Zetec	C	64.2	N/A	115	N/A	£15895
1.5 (112) auto Titanium	F	44.8	14.1	149	9	£17045

Auto: add £1500 to 1.5 (112), Titanium: add £1300 to Zetec

Ranger - 5359x1850mm, EURO-NCAP★★★★

DRIVER POWER POS: N/A

2.2 TDCi (125) Double Cab	J	37.2	14.9	199	13	£22959
2.2 TDCi (150) Double Cab XL	K	36.2	12.3	206	11	£23649
2.2 TDCi (150) Double Cab XLT	K	36.2	12.3	206	11	£25449
2.2 TDCi (150) Double Cab Limited	K	36.2	12.3	206	12	£27749
3.2 TDCi (200) Double Cab Limited	M	29.1	10.3	256	12	£28949
3.2 TDCi (200) Double Cab Wildtrak	M	29.1	10.3	256	12	£30389

Auto: add £1200 to 2.2 TDCi Limited and 3.2 TDCi Wildtrak, Limited 2: add £600 to Limited

Kuga - 4524x1838mm, EURO-NCAP N/A

DRIVER POWER POS: 110th

1.5T (150) EcoBoost Zetec FWD	G	42.8	9.7	154	20	£20995
1.5T (182) EcoBoost auto Zetec AWD	I	36.7	9.7	179	21	£25145
2.0 TDCi (150) Zetec FWD	E	53.3	10.6	139	20	£22695
2.0 TDCi (150) Zetec AWD	G	47.9	10.7	154	21	£24195
2.0 TDCi (180) Titanium AWD	G	47.9	10.7	154	21	£26345

Auto: add £1485 to 2.0 TDCi AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCi (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £5700 to Titanium

Mustang - 4784x1916mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.3T EcoBoost Fastback	I	35.3	5.8	179	21	£28995
5.0 V8 GT Fastback	M	20.9	4.8	299	21	£32995

Auto: add £1500, Convertible: add £4000

GREAT WALL

greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54

Warranty: 6 years/125000 miles

Steed - 5040x1800mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 (139) S Double Cab	L	32.8	17.0	222	7	£17998
2.0 (139) SE Double Cab	L	32.8	17.0	222	8	£20398
2.0 (139) Tracker Double Cab	L	32.8	17.0	222	8	£19198

HONDA

www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196

Warranty: 3 years/60000 miles

Jazz (NEW) - 3995x1694mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.3 i-VTEC S	C	56.5	11.2	116	13	£13495
1.3 i-VTEC SE	C	56.5	11.2	116	13	£14595
1.3 i-VTEC EX	C	55.4	11.2	120	13	£15715
1.3 i-VTEC CVT EX Navi	C	57.6	12.0	114	13	£16815

Auto: add £1100

Civic - 4300x1770mm, EURO-NCAP★★★★

DRIVER POWER POS: 41st

1.4 i-VTEC S	D	52.3	13.4	129	8	£15975
1.8 i-VTEC S	E	48.7	9.1	137	16	£17635
1.8 i-VTEC SE Plus	F	46.3	9.1	145	16	£19565
1.8 i-VTEC SR	F	46.3	9.1	145	17	£22135
1.8 i-VTEC Sport	F	46.3	9.1	145	17	£19615
1.6 i-DTEC S	A	78.5	10.5	94	18	£18775
1.6 i-DTEC SE Plus	A	78.5	10.5	94	18	£20570
1.6 i-DTEC Sport	A	78.5	10.5	98	18	£20820
1.6 i-DTEC SR	A	78.5	10.5	94	18	£23140
2.0T VTEC Type R	H	38.7	5.7	170	33	£29995
2.0T VTEC Type R GT	H	38.7	5.7	170	33	£32295

Auto: add £1400-£1415 to 1.8 i-VTEC, SE Plus: add £1990 to 5, EX Plus: add £1800 to 1.8 i-VTEC SR, £2000 to 1.6 i-DTEC SR, Civic Tourer: add £1000-£1550 (not 1.4, Type R)

HR-V - 4294x1772mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.5 i-VTEC (130) S	D	50.4	10.7	130	21	£17995
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1.5 i-VTEC (130) SE	D	50.4	10.7	130	21	£19745
1.5 i-VTEC (130) CVT EX	D	52.3	11.2	125	22	£19745
1.6 i-DTEC (120) S	B	70.6	10.1	104	23	£19745
1.6 i-DTEC (120) SE	B	70.6	10.1	104	23	£21495

Auto: add £970 to 1.5 i-VTEC (not SE), EX: add £3450 to SE

CR-V - 4570x1820mm, EURO-NCAP★★★★

DRIVER POWER POS: 21st

2.0 i-VTEC S 2WD	H	39.2	10.0	168	24	£22340
2.0 i-VTEC SE 4WD	H	38.2	10.2	173	24	£25610
2.0 i-VTEC SR 4WD	I	37.2	10.2	177	25	£28590
2.0 i-VTEC EX 4WD	I	37.2	10.2	177	25	£30435
1.6 i-DTEC (120) S 2WD	C	64.2	11.2	115	24	£23400
1.6 i-DTEC (120) SR 2WD	C	62.8	11.2	119	25	£28495
1.6 i-DTEC (160) SE 4WD	D	57.7	9.6	129	24	£27570
1.6 i-DTEC (160) SR 4WD	E	55.4	9.8	133	24	£30625
1.6 i-DTEC (160) EX 4WD	E	55.4	9.9	133	25	£32470

Auto: add £1500 to 2.0 i-VTEC, £1780 to 1.6 i-DTEC (160), SE: add £2170 to 1.6 i-DTEC (120) S

HYUNDAI

www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162

Warranty: 5 years/unlimited miles

i10 - 3665x1660mm, EURO-NCAP★★★★

DRIVER POWER POS: 3rd

1.0 S	B	60.1	14.9	108	1	£8595
1.0 S Air	B	60.1	14.9	108	1	£9260
1.0 SE	B	60.1	14.9	108	1	£9660
1.2 SE	C	57.6	12.3	114	4	£10160
1.0 SE Blue Drive	A	65.7	15.1	98	1	£9910
1.0 Premium	B	60.1	14.9	108	1	£10360
1.2 Premium	C	57.6	12.3	114	4	£10860

Auto: add £655 to 1.2, Premium SE: add £1135 to 1.2 Premium

i20 - 4035x1734mm, EURO-NCAP★★★★

DRIVER POWER POS: N/A

1.2 (75) S 5dr	C	58.9	13.6	112	5	£10695
1.1 CRDi (75) S Blue 5dr	A	88.3	16.0	84	6	£12445
1.2 (84) SE 5dr	C	55.4	13.1	119	6	£12725
1.4 (100) SE 5dr	D	51.4	11.6	127	10	£13325
1.1 CRDi (75) SE 5dr	B	70.6	16.0	103	6	£14225
1.4 CRDi (90) SE 5dr	B	68.9	12.1	106	10	£14725
1.2 (84) Premium 5dr	C	55.4	13.1	119	7	£13725
1.4 (100) Premium 5dr	D	51.4	11.6	127	10	£15325
1.4 CRDi (90) Premium 5dr	B	68.9	12.1	106	12	£15725

Auto: add £900 to 1.4 (100), 5 Air: add £750 to S, Premium SE: add £1000 to Premium, i20 Coupe: same price as Sdr (1.2 SE and 1.4 CRDi (90) only), i20 Coupe Sport: same price as i20 Sdr Premium (1.2 SE and 1.4 CRDi (90) only)

i30 - 4300x1780mm, EURO-NCAP★★★★

DRIVER POWER POS: N/A

1.4 (100) S 5dr	E	47.1	13.2	138	8	£15195
1.6 CRDi (110) Blue Drive S 5dr	A	78.4	11.5	94	11	£17195
1.4 (100) SE 5dr	E	47.1	13.2	138	8	£16495
1.6 (120) auto SE 5dr	G	41.5	11.9	158	10	£17895
1.6 CRDi (110) Blue Drive SE 5dr	A	78.4	11.5	94	12	£18495
1.6 (120) Premium 5dr	F	44.8	11.9	145	12	£20295
1.6 CRDi (136) Premium 5dr	B	70.6	16.0	104	13	£22295
1.6T-GDi (180) Turbo SE 3dr	H	38.7	8.0	169	21	£22495

Auto: add £1300 to 1.6 CRDi SE and Premium, i30 Tourer: add £1100 (not 1.4), Turbo SE 5dr: add £500 to Turbo SE 3dr

i40 - 4740-4770x1815mm, EURO-NCAP★★★★

DRIVER POWER POS: 88th

1.7 CRDi (115) BD S	B	66.0	N/A	110	13	£19600
1.7 CRDi (141) BD S	C	63.0	N/A	114	18	£20400
1.7 CRDi (115) BD SE Nav	B	66.0	N/A	110	13	£21600
1.7 CRDi (141) BD SE Nav	C	63.0	N/A	114	19	£22400
1.7 CRDi (115) BD Premium	C	66.0	N/A	118	13	£25600
1.7 CRDi (141) DCT BD Premium	D	43.0	N/A	129	19	£27500

Auto: add £1900 to 1.7 CRDi (141) (not S), i40 Tourer: add £1250 (add £1350 to Premium), SE Nav Business: add £1500 to SE Nav

ix20 - 4100x1765mm, EURO-NCAP★★★★

DRIVER POWER POS: N/A

1.4 Active	D	50.0	12.9	130	8	£13665
1.4 Classic	D	50.0	12.9	130	7	£12515
1.4 Style	D	50.0	12.9	130	8	£14615

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
Q50 - 4790-4800x1820mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: N/A						
2.2d Q50 SE	C	64.2	8.5	114	39	£27950
2.2d Q50 Premium	C	64.2	8.5	114	40	£30350
2.2d Q50 Sport	C	64.2	8.5	114	40	£27270
3.5 V6 auto Q50 Hybrid	F	45.6	5.1	144	42	£40005
3.5 V6 auto Q50 Hybrid AWD	G	41.5	5.4	159	42	£41630
Auto: add £1550 to 2.2d, Executive: add £1920 to SE, Premium Executive: add £3120 to Premium						
Q60 - 4655-4780x1770-1850mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
3.7 V6 auto Q60 Conv GT Prem	M	24.8	6.4	264	48	£45730
3.7 V6 auto Q60 Coupe GT	L	26.9	5.9	246	45	£36780
3.7 V6 auto Q60 Coupe S	L	26.9	5.9	246	45	£38670
3.7 V6 auto Q60 Coupe S Prem	L	26.9	5.9	246	45	£41860
Q70 - 4945x1845mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
3.5 V6 auto Q70 Premium Hybrid	F	45.6	5.3	145	43	£42500
2.2d auto Q70 Premium	D	57.6	8.9	129	35	£32650
2.2d auto Q70 Sport	D	57.6	8.9	129	35	£35850
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235	42	£44100
Tech spec: add £4100 to Premium, £2350 to Sport						
QX50 - 4635-4645x1800mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
3.0d V6 auto QX50	K	33.2	7.9	224	46	£34488
3.0d V6 auto QX50 GT	K	33.2	7.9	224	46	£38963
3.7 V6 auto QX50 GT	M	25.0	6.4	265	46	£38449
Premium spec: add £3598 to GT models						
QX70 - 4865x1925mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
3.0d V6 auto QX70 GT	K	32.8	8.3	225	47	£42370
3.0d V6 auto QX70S	K	32.8	8.3	225	47	£44470
3.7 V6 auto QX70 GT	M	23.0	6.8	282	50	£42525
3.7 V6 auto QX70S	M	23.0	6.8	282	47	£44625
5.0 V8 auto QX70S Premium	M	22.0	5.8	307	50	£54025
Premium spec: add £4450 to GT and S models						
ISUZU						
www.isuzu.co.uk / Brochure: 08446 626 640 / Dealers: 97 Warranty: 5 years/125000 miles						
D-Max - 5295x1860mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
2.5D Eliger Double Cab	J	38.7	N/A	194	9	£23042
2.5D Yukon Double Cab	J	38.7	N/A	194	9	£24242
2.5D Blade Double Cab	J	38.7	N/A	194	9	£29938
2.5D Utah Double Cab	J	38.7	N/A	194	9	£26043
Auto: add £1200 to Yukon, Utah						
JAGUAR						
www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97 Warranty: 3 years/unlimited miles						
XE - 4672x1850mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
2.0d (163) SE	A	75.0	7.9	99	22	£29775
2.0d (163) R-Sport	A	75.0	7.9	99	24	£23225
2.0d (163) Portfolio	A	75.0	7.9	99	24	£23295
2.0d (180) SE	B	67.3	7.4	109	25	£30275
2.0d (180) R-Sport	B	67.3	7.4	109	27	£33025
2.0d (180) Portfolio	B	67.3	7.4	109	27	£33675
2.0i (200) auto SE	I	37.7	7.1	179	24	£26995
2.0i (200) auto R-Sport	I	37.7	7.1	179	27	£29745
2.0i (240) auto R-Sport	I	37.7	6.5	179	29	£33095
2.0i (240) auto Portfolio	I	37.7	6.5	179	29	£33745
3.0i S/C (340) auto S	J	34.9	4.9	194	35	£44870
Auto: add £1750 to 2.0d, Prestige: add £1000 to SE						
XF - 4954x1987mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
2.0d (163) Prestige	B	71.7	8.2	104	N/A	£32300
2.0d (163) R-Sport	B	71.7	8.2	104	N/A	£34200
2.0d (163) Portfolio	B	71.7	8.2	104	N/A	£36400
2.0d (180) Prestige	C	65.7	7.5	114	N/A	£32800
2.0d (180) R-Sport	C	65.7	7.5	114	N/A	£35100
2.0d (180) Portfolio	C	65.7	7.5	114	N/A	£37300
3.0d (300) V6 auto S	F	51.4	5.8	144	N/A	£49950
3.0 V6 S/C (380) auto S	J	34.0	5.1	198	N/A	£49950
Auto: add £1750						
XJ - 5122-5247x1894mm, EURO-NCAP N/A DRIVER POWER POS: 7th						
3.0D V6 auto Luxury	F	49.6	5.9	149	48	£58690
3.0D V6 auto Premium Luxury	F	49.6	5.9	149	48	£62690
3.0D V6 auto Portfollo	F	49.6	5.9	149	49	£69725
3.0D V6 auto R-Sport	F	49.6	5.9	149	49	£71625
3.0 V6 S/C auto Portfolio	K	31.0	5.7	224	49	£74185
3.0 V6 S/C auto R-Sport	K	31.0	5.7	224	49	£76085
5.0 V8 S/C auto LWB Autobiog	M	25.5	4.7	264	50	£100000
5.0 V8 S/C auto XJR	M	25.5	4.4	264	50	£94245
Long wheelbase: add £3000 (not XJR), LWB Autobiography: add £8625 to 3.0D R-Sport						
F-Type - 4470x1923mm, EURO-NCAP N/A DRIVER POWER POS: 34th						
3.0 V6 S/C (340) Coupe	L	28.8	5.5	234	50	£51250
3.0 V6 S/C (380) S Coupe	L	28.8	5.3	234	50	£60250
5.0 V8 S/C (550) auto R Coupe	L	26.4	4.0	255	50	£86800
Auto: add £1800 to V6, 4WD: add £4850 to V6 S and V8 R, Convertible: add £5485 to all models						
JEEP						
www.jeep.co.uk / Brochure: 08000 04265337 / Dealers: 73 Warranty: 3 years/60000 miles						
Renegade - 4236x1805mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
1.6 eTorq (110) Sport	F	47.1	11.8	141	8	£16995
1.6 eTorq (110) Longitude	F	47.1	11.8	141	9	£18595

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 MultiJet (120) Sport						
1.4T MultiAir (140) Longitude	F	47.1	10.9	140	10	£19795
1.6 MultiJet (120) Longitude	C	61.4	10.2	120	13	£20295
2.0 MultiJet (140) 4WD Longitude	E	55.4	9.5	134	15	£22795
2.0 MJet (170) auto 4WD Low Ltd	G	48.7	8.9	151	15	£26595
2.0 MJet (170) auto 4WD Trailhawk	G	48.7	8.9	151	15	£27995
Auto: add £1400 to 1.4 MultiAir, Limited: add £2600 to Longitude						
Wrangler - 4223-4751x1873-1877mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	24	£29010
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	25	£31160
2.8 CRD auto Sahara 4dr	K	34.0	10.7	217	24	£30680
2.8 CRD auto Overland 4dr	K	34.0	10.7	217	25	£32830
Wrangler Special Order programme: prices from £29025-£33445						
Cherokee - 4623x1859mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
2.0 MultiJet (140) Longitude	E	53.3	10.9	139	26	£25495
2.0 MultiJet (140) Longitude 4x4	F	50.4	12.0	147	26	£27495
2.0 MJet (170) L'tude 4x4 auto	G	48.7	10.3	154	27	£29995
3.2 V6 Trailhawk 4x4 auto	K	29.4	8.4	223	35	£34245
Longitude Plus: add £2200, Limited: add £5700						
Grand Cherokee - 4822x1943mm, EURO-NCAP N/A DRIVER POWER POS: 35th						
3.0 CRD V6 auto Laredo	J	37.7	10.2	198	36	£37705
3.0 CRD V6 auto Limited	J	37.7	8.2	198	40	£39705
3.0 CRD V6 auto Limited+	J	37.7	8.2	198	40	£42705
3.0 CRD V6 auto Overland	J	37.7	8.2	198	41	£46405
3.0 CRD V6 auto Summit	J	37.7	8.2	198	43	£50205
6.4 V8 HEMI auto SR8	M	20.2	5.0	327	50	£60720
KIA						
www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170 Warranty: 7 years/100000 miles						
Picanto - 3595x1559mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 125th						
1.0 1.3dr	B	62.8	14.1	105	2	£8345
1.25 Chilli 3dr	B	61.4	11.5	106	6	£11495
1.0 2.5dr	B	62.8	14.1	105	2	£10145
1.25 2.5dr	B	61.4	11.5	106	5	£10745
1.25 3.5dr	B	61.4	11.5	106	6	£11745
1.25 4.5dr	B	61.4	11.5	106	6	£12295
Auto: add £600 to Picanto 2, 3 and Chilli, 5dr: add £200 to Picanto 1, SR-7: add £1500 to Picanto 1						
Rio - 4045x1720mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 59th						
1.25 1.3dr	B	56.5	12.9	115	2	£10345
1.25 2.3dr	B	56.5	12.9	115	2	£12245
1.4 2.15G 3dr	B	56.5	11.0	114	7	£13045
1.4 3.15G 3dr	B	56.5	11.0	114	7	£14445
1.4 CRDi 3.15G 3dr	A	74.3	13.4	98	6	£15545
1.1 CRDi 1.15G 5dr	A	85.6	16.1	86	2	£12245
1.1 CRDi 2.15G 5dr	A	78.5	15.9	94	2	£14145
1.4 CRDi 2.15G 5dr	A	74.3	13.4	98	6	£14745
1.4 1.15G 5dr	B	56.5	11.0	114	7	£16345
1.4 CRDi 4.15G 5dr	A	74.3	13.4	98	7	£17445
Auto: add £905 to 1.4 2 & 3.5dr, 5dr: add £600 to 3dr, SR-7: add £1500 to 1.25 and 1.1 CRDi Rio 1						
Soul - 4140x1800mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: N/A						
1.6 GDI Start	G	41.5	10.6	158	9	£12800
1.6 GDI Connect	G	41.5	10.6	158	10	£15000
1.6 CRDi Connect	E	56.5	10.8	132	9	£16600
1.6 GDI Mixx	H	38.7	10.6	170	11	£18355
1.6 CRDi Mixx	D	56.5	10.8	132	10	£21450
81.4kW Soul EV	A	N/A	10.8	0	19	£24995
Auto: add £1500 to 1.6 CRDi, Connect Plus: add £1100 to Connect, Maxx: add £1800 to Mixx						
Cee'd (NEW) - 4260-4310x1790mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 38th						
1.4 1.5dr	E	47.1	12.3	138	N/A	£14905
1.4 CRDi 1.5dr	B	67.3	13.0	107	N/A	£16195
1.6 CRDi 1.5dr	A	78.5	9.5	94	N/A	£16795
1.0 T-GDi (98) 2.5dr	C	57.6	12.3	113	N/A	£17945
1.6 CRDi 2.5dr	A	74.3	9.5	99	N/A	£18895
1.0 T-GDi (118) 3.5dr	C	57.6	10.7	115	N/A	£20120
1.6 CRDi 3.5dr	A	74.3	9.5	99	N/A	£20695
1.6 CRDi 4.5dr	B	72.4	9.8	102	N/A	£22295
1.0 T-GDi (118) GT-Line 5dr	C	65.7	10.5	112	N/A	£20220
1.6 CRDi GT-Line 5dr	B	72.4	9.8	102	N/A	£20795
1.6 T-GDi GT 5dr	H	38.2	7.3	170	N/A	£23605
1.6 GDI pro_ cee'd 2.3dr	D	52.3	9.8	124	N/A	£17295
1.0 T-GDi (98) pro_ cee'd 2.3dr	C	57.6	12.4	113	N/A	£17445
1.6 CRDi pro_ cee'd 2.3dr	A	74.3	9.5	99	N/A	£18395
1.0 T-GDi (118) pro_ cee'd GT-Line 3dr	C	57.6	10.7	115	N/A	£19720
1.6 CRDi pro_ cee'd GT-Line 3dr	B	72.4	9.8	102	N/A	£20295
1.6 T-GDi pro_ cee'd GT 3dr	H	38.2	7.3	170	N/A	£23105
Auto: add £1435 to 1.6 CRDi (not 1), Sportsweek: add £1200, SR7: add £845 to Cee'd 1, 4 Tech: add £2000 to 4						
Optima - 4845x1830mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
1.7 CRDi 1.1SG	D	57.6	10.2	128	17	£19995
1.7 CRDi 2.1SG	D	57.6	10.2	128	17	£22895
1.7 CRDi 3.1SG	D	57.6	10.2	128	17	£25795
Auto: add £1150 to 2 and 3						
Venga - 4068x1765mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 197th						
1.4 CRDi 1	C	63.0	14.0	119	11	£13095
1.4 1SG 1	D	50.0	12.4	130	17	£171795
1.4 1SG 2	D	50.0	12.4	130	8	£13695
1.4 CRDi 2	C	63.0	14.0	119	11	£14995
1.6 CRDi 1SG 3	C	64.0	11.1	117	14	£17175
1.6 1SG 3	E	48.0	10.6	139	12	£15890
Auto: add £1100 to 1.6 petrol						
Corens - 4525x1805mm, EURO-NCAP ☆☆☆☆						

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The Audi A3 Saloon S line Navigation from £319 per month.* Includes:

- ▶ Xenon headlights
- ▶ SD card based Navigation
- ▶ S line Sport suspension

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Official fuel consumption figures for the Audi A3 Saloon S line Navigation 2.0 TDI 150PS manual in mpg (l/100km): Urban 55.4 (5.1), Extra Urban 76.3 (3.7), Combined 67.3 (4.2). CO₂ emissions: 108g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. *At the end of the agreement the vehicle and ownership rights will stay with Audi Finance. *Plus VAT and initial rental. Business users only. Based on the Audi A3 Saloon S line Navigation 2.0 TDI 150PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £1,914.00 (plus VAT). 6p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 October 2015 and 31 December 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication [October 2015] and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freepost Audi Finance.

Eco band
MPG
0-60mph
CO₂
Insurance group
List price

GranCabrio - 4881-4933x1847-1915mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
4.7 V8 auto	M	19.5	5.3	337	50 £98340
4.7 V8 auto MC	M	19.5	4.9	337	50 £111770
4.7 V8 auto Sport	M	19.5	5.0	337	50 £103935

MAZDA

www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170
Warranty: 3 years/60000 miles

2 - 4060x1695mm, EURO-NCAP☆☆☆☆					
DRIVER POWER POS: N/A					
1.5 (75) SE	B	60.1	12.1	110	13 £11995
1.5 (75) SE-L	B	60.1	12.1	110	13 £12995
1.5 (90) SE-L	B	62.8	9.4	105	15 £13995
1.5 (90) Sport	B	62.8	9.4	105	16 £14995
1.5 (115) Sport Nav	C	56.5	8.7	117	19 £15995
1.5D (105) SE-L	A	83.1	10.1	89	15 £15995
1.5D (105) Sport	A	83.1	10.1	89	15 £16995
Auto: add £1200 to 1.5 (90)					

3 - 4465-4585x1795mm, EURO-NCAP☆☆☆☆					
DRIVER POWER POS: 39th					
1.5 (100) SE Sdr	C	55.4	10.8	119	13 £16995
2.0 (120) SE Sdr	C	55.4	8.9	119	17 £17295
2.0 (120) Sport Nav Sdr	C	55.4	8.9	119	18 £20195
2.0 (165) Sport Nav Sdr	E	48.7	8.2	135	22 £21920
2.2D (150) SE Sdr	D	72.4	8.1	107	23 £19645
2.2D (150) Sport Nav Sdr	D	72.4	8.1	107	24 £22545
Auto: add £1200 to 2.0 (120) and 2.2D, Fastback: same price as Sdr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)					

6 - 4870x1840mm, EURO-NCAP☆☆☆☆					
DRIVER POWER POS: 49th					
2.0 (145) SE	D	51.4	9.5	129	18 £19595
2.0 (165) Sport	E	47.9	9.1	135	19 £23495
2.2D (150) SE	B	68.9	9.0	108	21 £22095
2.2D (150) Sport	B	68.9	9.0	108	21 £25295
2.2D (175) Sport	C	62.8	7.8	119	23 £26295
Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.2D (not SE), Tourer: add £800-£1000 (not 2.0 (145)), SE-L: add £800 to SE					

5 - 4585x1750mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
1.6D Sport Venture	E	54.3	13.7	138	16 £21895
2.0 Sport Venture	G	40.9	11.0	159	15 £20495

CX-3 - 4275x1785mm, EURO-NCAP☆☆☆☆					
DRIVER POWER POS: N/A					
2.0 (120) 2WD SE	E	47.9	9.0	137	17 £17595
2.0 (120) 2WD SE-L	E	47.9	9.0	137	16 £18995
2.0 (120) 2WD Sport Nav	E	47.9	9.0	137	17 £20495
2.0 (150) 4WD Sport Nav	F	44.1	8.7	150	19 £22495
1.5D (105) SE	B	70.6	10.1	105	15 £18995
1.5D (105) SE-L	B	70.6	10.1	105	13 £20395
1.5D (105) Sport Nav	B	70.6	10.1	105	15 £21895
Auto: add £1200 to (120) petrol, £1300 to AWD Sport Nav Diesel, AWD: add £1500 to Sport Nav Diesel					

CX-5 - 4540x1840mm, EURO-NCAP☆☆☆☆					
DRIVER POWER POS: 64th					
2.0 (165) SE-L	E	47.1	9.2	139	17 £21595
2.0 (165) Sport	E	47.1	9.2	139	18 £23995
2.2D (150) SE-L	C	61.4	9.2	119	20 £23295
2.2D (150) SE-L Lux	C	61.4	9.2	119	20 £24695
2.2D (150) Sport	C	61.4	9.2	119	21 £25695
2.2D (175) Sport 4WD	E	54.3	8.8	136	23 £27695
Auto: add £1300 to SE-L, £1200 to 2.2D (175) Sport, 4WD: add £1700 to Skyactiv-D (150) SE-L					

MX-5 - 3890x1730mm, EURO-NCAP☆☆☆☆					
DRIVER POWER POS: N/A					
1.5i SE	E	53.3	8.3	139	22 £18495
1.5i SE-L	E	53.3	8.3	139	22 £19245
1.5i Sport	E	53.3	8.3	139	22 £21845
2.0i SE-L	G	40.9	7.3	161	27 £20095
2.0i Sport	G	40.9	7.3	161	27 £22695
Sport: add £2600 to SE-L					

MERCEDES

www.mercedes-benz.co.uk / Brochure: 0808 156 5635 / Dealers: 136
Warranty: 3 years/unlimited miles

A-Class - 4292x1780mm EURO-NCAP☆☆☆☆					
DRIVER POWER POS: 119th					
1.6 A 180 SE	D	51.4	9.2	128	18 £20715
1.6 A 180 Sport	E	51.4	9.2	133	18 £21840
1.6 A 200 Sport	E	49.6	8.4	134	23 £23365
1.9 auto A 250 Engineered AMG	F	44.1	6.6	148	34 £29360
1.5 A 180 CDI ECO SE	A	78.5	11.3	92	15 £21965
1.5 A 180 CDI ECO Sport	A	78.5	11.3	92	16 £22785
1.8 A 200 CDI Sport	C	62.8	9.3	118	20 £23860
2.1 auto A 220 CDI AMG Sport	C	64.2	8.2	115	20 £27760
2.0T auto A 45 AMG	G	40.9	4.6	161	43 £38195
Auto: add £1450, AMG Sport: add £725 to petrol SE, £595 to B 180 CDI SE, £775 to B 200 CDI, AMG Line: add £2020 to SE petrol, £1890 to B 180 CDI and B 200 CDI, add £1295 to B 220 CDI Sport, £1425 to 4MATIC					

B-Class - 4393x1786mm, EURO-NCAP☆☆☆☆					
DRIVER POWER POS: 118th					
1.6 B 180 SE	D	50.4	9.3	129	19 £21500
1.6 B 200 SE	D	50.4	8.6	130	22 £22575
2.1 auto B 220 CDI 4MATIC Sport	D	56.5	8.3	130	19 £28625
1.5 B 180 CDI ECO SE	A	78.5	11.6	94	15 £22575
1.5 B 180 CDI SE	B	68.9	11.6	105	15 £22575
2.1 B 200 CDI SE	C	65.7	9.9	111	19 £23650
2.1 auto B 220 CDI Sport	B	67.3	8.3	109	20 £27125
132kW ED Sport	A	N/A	7.9	0	20 £26950
132kW ED Electric Art	A	N/A	7.9	0	20 £27245
Auto: add £1450, Sport: add £725 to petrol SE, £595 to B 180 CDI SE, £775 to B 200 CDI, AMG Line: add £2020 to SE petrol, £1890 to B 180 CDI and B 200 CDI, add £1295 to B 220 CDI Sport, £1425 to 4MATIC					

CLA-Class - 4630x1777mm, EURO-NCAP☆☆☆☆					
DRIVER POWER POS: N/A					
1.8 CLA 200 CDI Sport	C	64.2	9.4	117	25 £26925
2.1 auto CLA 220 CDI Sport	C	62.8	8.2	117	28 £29775
1.6 CLA 180 Sport	D	50.4	9.3	130	24 £24775
2.0 auto CLA 250 4MATIC AMG Sp	G	42.8	6.6	154	35 £33405

Eco band
MPG
0-60mph
CO₂
Insurance group
List price

2.0T auto CLA 45 AMG					
Auto: add £1450, AMG Sport: add £2200 to Sport, Shooting Brake: add £850-£980, 4MATIC: add £1500 to CLA 220 CDI					

C-Class - 4686x1810mm, EURO-NCAP☆☆☆☆					
DRIVER POWER POS: 42nd					
2.0 C 200 AMG Line	E	53.3	7.5	132	31 £31285
2.0 C 200 d AMG Line	B	68.9	9.7	106	26 £32870
2.0 C 200 d SE	B	72.4	9.7	101	25 £29380
2.0 C 200 SE	D	53.3	7.5	123	29 £27665
2.1 C 220 d AMG Line	B	70.6	7.7	108	31 £33665
2.1 C 220 d SE	B	70.6	7.7	103	29 £30175
2.1 auto C 250 d AMG Line	C	65.7	6.6	117	37 £36320
2.1 auto C 250 d SE	B	65.7	6.6	109	35 £32850
2.1 auto C 300 h AMG Line	A	78.5	6.4	100	37 £38950
2.1 auto C 300 h SE	A	78.5	6.4	94	36 £35440
2.0 auto C 350 e Sport	A	134.5	5.9	48	38 £33270
4.0 V8TT auto AMG C 63	J	34.5	4.1	192	47 £60060
4.0 V8TT auto AMG C 63 S	J	34.5	4.0	192	48 £66810
Auto: add £1500, Sport: add £1995 to SE, Estate: add £1200					

E-Class - 4879x1854mm, EURO-NCAP☆☆☆☆					
DRIVER POWER POS: 61st					
2.1 auto E 220 BlueTEC AMG Night D	D	57.7	8.3	128	39 £37565
2.1 auto E 220 BlueTEC SE	D	64.2	8.3	116	38 £34870
2.0 auto E 250 AMG Night Edition F	F	46.3	7.4	142	41 £38785
2.0 auto E 250 SE	E	47.9	7.4	138	41 £36070
2.1 auto E 250 CDI AMG Night Ed	E	55.4	7.5	134	43 £40245
2.1 auto E 250 CDI SE	D	57.7	7.5	129	41 £37420
2.1 aut E 300 B7EC Hybrid AMG N B	B	67.3	7.1	110	45 £43175
2.1 auto E 300 BlueTEC Hybrid SE	B	68.9	7.1	109	44 £40480
3.0 auto E 350 BlueTEC AMG Ni	E	53.3	6.4	139	46 £42010
5.5 V8TT MCT E 63 AMG	L	28.8	4.2	230	47 £74725
5.5 V8TT MCT E 63 AMG S	L	28.5	4.1	232	49 £84720
Estate: add £1790-£1915					

CLS-Class - 4940x1881mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.1 auto CLS 220 d AMG Line	D	56.5	8.5	129	43 £46500
3.0 auto CLS 350 d AMG Line	F	52.3	6.5	142	48 £50695
3.5 auto CLS 400 AMG Line	H	38.7	5.3	170	47 £55855
5.5 V8TT MCT AMG CLS 63 S	L	28.5	4.1	231	50 £86510
Shooting Brake: add £1580 to CLS 220 d, £1450 to CLS 350 d, £500 to AMG CLS 63 S					

S-Class - 5116-5453x1899mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.1 auto S 300 h AMG Line L	C	61.4	7.6	120	50 £73375
3.0 auto S 350 d SE Line L	F	51.4	6.8	146	49 £67995
3.0 auto S 350 d AMG Line	G	51.4	6.8	151	50 £68990
3.5 auto S 400 h SE Line L	F	44.8	6.8	147	49 £70200
3.0 aut S 500 e AMG Line L	A	100.9	5.2	65	49 £89290
4.6 V8 auto S 500 AMG Line L	K	31.7	4.8	207	50 £89790
6.0 V12 auto S 600 AMG Line L	M	25.5	4.6	259	50 £142735
6.0 V12 auto S 600 Maybach L	L	24.1	5.0	274	50 £165710
5.5 V8TT auto AMG S 63	M	28.0	4.4	237	50 £121690
6.0 V12TT auto AMG S 65	M	23.7	4.3	279	50 £182750
Long wheelbase: add £3000 to S 350 d AMG Line, AMG Line L: add £3995 to S 400 h SE Line L					

C-Class Coupe - 4696-4750x1810-1877mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 C200 Sport	D	53.3	7.7	123	N/A	£30955
2.0 auto C 300 Sport	F	44.8	6.0	146	N/A	£35460
2.1 C220 d Sport	B	68.9	7.8	106	N/A	£33465
2.1 C250 d Sport	B	67.3	6.7	109	N/A	£36120
4.0 V8Tt auto AMG C 63	J	32.8	4.0	200	N/A	£61160
4.0 V8Tt AMG C 63 S	J	32.8	3.9	200	N/A	£67910

Auto: add £1500, AMG Line: add £1495-£1625

E-Class Coupe - 4698x1786mm, **EURO-NCAP** N/A
DRIVER POWER POS: 61st

2.1 auto E 200 AMG Line	E	47.1	7.8	140	41	£38635
2.1 auto E 220 BlueTEC AMG Line	D	57.7	8.3	129	40	£39310
3.0 auto E 250 CDI AMG Line	D	57.7	7.3	129	44	£40930
2.0 auto E 350 BlueTEC AMG Line	E	54.3	6.2	136	47	£42625
3.0 auto E 400 AMG Line	G	40.9	5.2	161	46	£46425

E-Class Cabriolet: add £3370-£3500

S-Class Coupe - 4698x1786mm, **EURO-NCAP** N/A
DRIVER POWER POS: 55th

4.6 auto S 500 AMG Line	K	49.6	4.6	219	50	£96195
5.5 V8Tt auto AMG S 63	L	47.1	4.2	237	50	£126505
6.0 V12Tt auto AMG S 65	M	37.2	4.1	279	50	£183075

SLK-Class - 4134x1810mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 SLK 200 AMG Sport	G	43.5	7.0	150	43	£34715
2.1 auto SLK 250 d	C	70.6	6.6	114	45	£33020
2.1 auto SLK 250 d AMG Sport	C	70.6	6.6	114	45	£37020
3.5 auto SLK 300 AMG Sport	E	47.1	5.8	138	45	£38545
5.5 V8 AMG SLK 55	J	33.6	4.6	195	50	£55350

Auto: add £1505 to SLK 200

SL-Class - 4617x1877mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 V6Tt auto SL 400 AMG Sport	I	36.7	5.2	179	50	£73575
4.7 auto SL 500 AMG Sport	K	31.0	4.6	212	50	£83130
5.5 V8Tt auto AMG SL 63	L	28.0	4.2	234	50	£114185
6.0 V12Tt auto AMG SL 65	M	24.4	4.0	279	50	£173360

Millie Miglia 417 Ed: add £11760 to SL 400, add £12205 to SL 500

AMG GT - 4546x1939mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.0 V8Tt (462) DCT AMG GT	K	30.4	4.0	216	50	£97200
4.0 V8Tt (510) DCT AMG GT S	K	30.1	3.8	219	50	£110500

MG

www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46
Warranty: 3 years/60000 miles

MG3 - 4018x1729mm, **EURO-NCAP** ★★☆☆
DRIVER POWER POS: 10th

1.5 (106) 3 Time	E	48.7	10.4	136	4	£8399
1.5 (106) 3 Form	E	48.7	10.4	136	4	£9299
1.5 (106) 3 Form Sport	E	48.7	10.4	136	4	£9549
1.5 (106) 3 Style	E	48.7	10.4	136	4	£9999

MG6 - 4651x1827mm, **EURO-NCAP** N/A
DRIVER POWER POS: 28th

1.9 DTi-TECH S 5dr	C	61.4	8.4	119	17	£13995
1.9 DTi-TECH T5 5dr	C	61.4	8.4	119	17	£16195
1.9 DTi-TECH TL 5dr	C	61.4	8.4	119	17	£17995

MINI

www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148
Warranty: 3 years/unlimited miles

MINI - 3821-3850x1727mm, **EURO-NCAP** ★★☆☆
DRIVER POWER POS: 9th

1.2T One	B	61.4	9.9	108	20	£13750
1.2 One D	A	83.1	11.0	89	20	£14890
1.5T Cooper	B	52.0	7.9	105	20	£15300
1.5 Cooper D	A	74.0	9.2	92	17	£16450
2.0T Cooper S	E	49.0	6.8	133	28	£18655
2.0 Cooper SD	B	68.9	7.4	106	23	£19450
2.0T John Cooper Works	G	42.2	6.3	155	29	£23050

Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, add £1330 to JCW, 5dr: add £600 (not One/One D/JCW)

Clubman - 4253x1800mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.5T Cooper	C	55.4	9.1	118	N/A	£19995
2.0T Cooper S	F	45.6	7.2	144	N/A	£22755
2.0 Cooper D	B	68.9	8.6	109	N/A	£22285

Convertible - 3723x1683mm, **EURO-NCAP** ★★☆☆
DRIVER POWER POS: 145th

1.6 Cooper	E	49.6	11.1	133	18	£17850
1.6 Cooper D	B	70.6	10.3	105	19	£18910
1.6T Cooper S	E	47.1	7.3	139	32	£21050
1.6T John Cooper Works	H	41.5	6.9	169	36	£25295
1.6 One	E	49.6	11.3	133	14	£16420
2.0 Cooper SD	C	62.8	8.7	118	23	£21730

Paceman - 4110x1789mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.6 Cooper	E	47.1	10.4	140	16	£18980
1.6 Cooper D	C	64.2	10.8	115	15	£20210
1.6T Cooper S	F	46.3	7.5	143	30	£22350
2.0 Cooper SD	D	61.4	9.2	122	20	£23070
1.6T ALL4 John Cooper Works	H	38.2	6.9	172	33	£29440

Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD

Countryman - 4097x1789mm, **EURO-NCAP** ★★☆☆
DRIVER POWER POS: 113th

1.6 Cooper	E	47.0	10.5	140	16	£18510
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1.6 Cooper D	C	64.0	10.9	115	16	£19740
1.6T Cooper S	F	46.0	7.6	143	30	£21890
1.6 One	E	47.0	11.9	139	12	£16990
1.6 One D	C	64.0	12.9	115	13	£17990
2.0 Cooper SD	D	61.0	9.3	122	20	£22610
1.6T ALL4 John Cooper Works	H	38.2	7.0	172	33	£28870

Auto: add £1195 to Cooper ALL4, ALL4: add £1090 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD

Coupe - 3728x1683mm, **EURO-NCAP** ★★☆☆
DRIVER POWER POS: 145th

1.6 Cooper	D	52.0	9.0	127	17	£16840
1.6T Cooper S	E	49.0	6.9	136	30	£19990
1.6T John Cooper Works	G	40.0	6.4	165	36	£24010
2.0 Cooper SD	C	66.0	7.9	114	22	£20710

Auto: add £1085 to Cooper, add £1145 to Cooper S/SD

Roadster - 3728x1683mm, **EURO-NCAP** ★★☆☆
DRIVER POWER POS: 145th

1.6 Cooper	D	52.0	9.0	127	17	£18260
1.6T Cooper S	E	49.0	6.9	136	30	£21145
1.6T John Cooper Works	G	40.0	6.4	165	36	£24995
2.0 Cooper SD	C	66.0	7.9	114	22	£21860

Auto: add £1085 to Cooper, add £1145 to Cooper S/SD

MITSUBISHI

www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113
Warranty: 5 years/unlimited miles

Mirage - 3710x1665mm, **EURO-NCAP** ★★☆☆
DRIVER POWER POS: N/A

1.0 Mivtec 1	A	67.3	13.6	96	15	£9054
1.2 Mivtec 2	A	68.9	11.7	96	18	£11054
1.2 Mivtec 3	A	65.7	11.7	100	18	£12054
1.2 Mivtec auto 3	A	68.9	12.8	95	18	£13054

ASX - 4295x1770mm, **EURO-NCAP** ★★☆☆
DRIVER POWER POS: 95th

1.6 Mivtec ZC	E	48.7	11.5	135	15	£15434
1.6 Mivtec ZC-M	E	47.9	11.5	136	15	£17684
1.6 Di-D ZC-M	C	61.4	11.2	119	18	£19554
1.6 Di-D 4WD ZC-H	E	56.5	11.2	132	18	£23684
2.2 Di-D auto 4WD ZC-H	G	48.7	10.8	152	23	£25134

Outlander - 4655x1800mm, **EURO-NCAP** ★★☆☆
DRIVER POWER POS: 66th

2.2 Di-D GX2	E	53.3	10.2	138	22	£23984
2.2 Di-D GX3	E	52.3	10.2	140	23	£26784
2.2 Di-D GX4	E	52.3	10.2	140	24	£30684
2.2 Di-D auto GX4s	G	48.7	11.7	153	22	£34234
2.0 Hybrid auto GX3h PHEV	A	148.011.0	44	26		£28304
2.0 Hybrid auto GX4h PHEV	A	148.011.0	44	27		£29554
2.0 Hybrid auto GX4h PHEV	A	148.011.0	44	24		£35054

Auto: add £1700 to GX3, add £1450 to GX4, GX5h/GX5hs: add £5000 to GX4h/GX4hs

L200 - 5205x1785mm, **EURO-NCAP** ★★☆☆
DRIVER POWER POS: N/A

2.5 Di-D 4Life Double Cab	H	44.1	12.2	169	12	£23698
2.5 Di-D Titan Double Cab	H	42.8	10.4	173	13	£24898
2.5 Di-D Warrior Double Cab	H	42.8	10.4	173	13	£27658
2.5 Di-D Barbarian Double Cab	H	42.8	10.4	173	13	£28558

Auto: add £1400 to Warrior/Barbarian, Black: add £700 to Barbarian

Shogun - 4385-4900x1875mm, **EURO-NCAP** N/A
DRIVER POWER POS: 81st

3.2 Di-DC SWB SG2	K	36.2	9.7	207	32	£27144
3.2 Di-DC SWB Warrior	K	36.2	9.7	207	30	£30314
3.2 Di-DC LWB SG2	K	34.9	10.5	213	32	£29544
3.2 Di-DC auto LWB SG3	K	33.2	11.1	224	34	£34744

Auto: add £1685 to SG2/Warrior/Barbarian, Barbarian: add £2630 to Warrior, SG4: add £3000 to SG3

MORGAN

www.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18
Warranty: 2 years/unlimited miles

3 Wheeler - 3225x1720mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0.3 Wheeler	N/A	4.5	N/A	N/A	N/A	£25950
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Roadster - 4010x1630-1751mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.6 4/4	F	44.1	8.0	143	N/A	£33075
2.0 Plus 4	G	40.4	7.5	162	N/A	£36285
3.7 Roadster	L	28.8	5.5	230	N/A	£45900
4.8 Plus 8	M	23.0	4.5	282	N/A	£85200

4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster

Aero - 4147x1751mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.8 V8 auto Aero Coupe	M	23.0	4.5	282	N/A	£99950
4.8 V8 auto Aero Supersports	M	23.0	4.5	282	N/A	£126900

Manual: no cost option

NISSAN

www.nissan.co.uk / Brochure: 01923 899334 / Dealers: 225
Warranty: 3 years/60000 miles

Micra - 3780x1675mm, **EURO-NCAP** ★★☆☆
DRIVER POWER POS: N/A

1.2 (80) Visia	C	56.5	13.7	115	5	£9640
1.2 (80) Acenta	C	56.5	13.7	115	5	£11615
1.2 (80) Tekna	C	56.5	13.7	115	5	£13015
1.2 DIG-S (98) Visia	A	65.7	11.3	99	8	£11390
1.2 DIG-S (98) Acenta	A	65.7	11.3	99	9	£12715
1.2 DIG-S (98) Tekna	A	65.7	11.3	99	8	£14115

Auto: add £1000 to 1.2 Acenta/Visia, £1500 to DIG-S Tekna, n-tec: add £785 to Acenta

Note - 4100x1690mm, **EURO-NCAP** ★★☆☆
DRIVER POWER POS: 143rd

1.2 (80) Visia	B	60.1	13.7	109	6	£12130
1.5 dCi (90) Visia	A	78.5	11.9	95	8	£14130
1.2 (80) Acenta	B	60.1	13.7	109	6	£13525
1.2 DIG-S (98) Acenta	A	65.7	11.7	99	10	£14625
1.5 dCi (90) Acenta	A	78.5	11.9	95	8	£15525
1.2 DIG-S (98) Tekna	A	65.7	11.7	99	10	£16470
1.5 dCi (90) Tekna	A	78.5	11.9	95	9	£17370

Auto: add £1000 to DIG-S, Acenta Premium: add £900 to Acenta, n-tec: add £900 to Acenta Premium

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	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 VTI (120) Allure	E	47.9	9.5	135	20	£16450
1.6 e-HDi (92) EGC Allure	A	74.3	13.3	98	18	£17845
1.6 e-HDi (115) EGC Allure	B	70.6	10.4	106	20	£18045
1.6 VTI (120) Feline Calima Amb	E	47.9	9.5	135	19	£17850
1.6 e-HDi (120) Feline Calima Amb	B	70.6	12.8	103	17	£18845
1.6 e-HDi (115) Feline Calima Amb	B	70.6	10.4	106	20	£19445

Auto: add £600 to 1.6 e-HDi Active and Allure, £800 to 1.6 VTI Allure, Feline Mistral Ambience: add £200 to Calima Ambience

RCZ - 4290x1845mm, EURO-NCAP N/A

DRIVER POWER POS: 74th

1.6 THP (156) Sport	F	44.1	8.3	149	27	£22350
1.6 THP (200) GT	G	42.1	7.6	155	33	£27150
2.0 HDi (163) Sport	E	53.2	8.7	139	29	£24200
1.6 THP (270) R	F	44.8	5.9	145	42	£23250

Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport, GT Line: add £350 to 1.6 THP (200) GT

PORSCHE

www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36
Warranty: 3 years/unlimited miles

Panamera - 4970x1931mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.6 V6 PDK Panamera	J	33.6	6.3	196	46	£63913
3.0 V6 PDK Panamera Diesel	G	44.8	6.4	166	46	£65289
3.6 V6 PDK Panamera 4	K	32.4	6.1	203	47	£67474
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50	£84401
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£82439
4.8 V8 PDK Panamera 4S	K	31.7	4.8	208	50	£86080
4.8 V8 PDK Panamera GTS	L	26.4	4.4	249	50	£93391
4.8 V8 TTD PDK Panamera Turbo	L	27.7	4.1	239	50	£108006
4.8 V8 TTD PDK Panamera Turbo S	L	27.7	4.1	239	50	£131152

Macan - 4681x1923mm, EURO-NCAP★★★★★

DRIVER POWER POS: N/A

2.0 TDP Macan	H	39.2	6.9	168	35	£41578
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£44650
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£44636
3.6 V6 TDP Macan Turbo	K	31.7	4.8	208	44	£60994

Cayenne - 4855x1939-1954mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.6 V6 Tiptronic Cayenne	K	30.7	7.7	215	44	£49576
3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	45	£50441
3.0 V6 Tipt Cayenne S E-Hybrid	A	83.1	5.9	79	49	£62099
4.2 V8 Tiptronic Cayenne S Diesel	K	35.3	5.4	209	50	£62099
4.8 V8 Tiptronic Cayenne S	K	29.7	5.5	223	48	£60845
3.6 V6 Tiptronic Cayenne GTS	L	28.8	5.2	228	50	£72523
4.8 V8 TTD Tiptronic Cayenne Turbo	M	25.2	4.5	261	50	£93574
4.8 V8 TTD Tiptronic Cayenne Turbo S	M	24.6	4.1	267	50	£118455

Boxster - 4374-4414x1801mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.7 Boxster	J	34.4	5.8	192	40	£39553
3.4 Boxster S	K	32.1	5.1	206	43	£47858
3.4 Boxster GTS	K	31.4	5.0	211	44	£53872
3.4 Boxster Spyder	L	28.5	4.5	230	46	£60459

PDK: add £1782 (add £2201 to GTS, not Spyder)

Cayman - 4380-4438x1801mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.7 Cayman	J	34.4	5.7	192	37	£39694
3.4 Cayman S	K	32.1	5.0	206	41	£48783
3.4 Cayman GTS	K	31.4	4.9	211	43	£53397
3.4 Cayman GT4	L	27.4	4.4	238	48	£64451

PDK: add £1782 (add £2351 to GTS, not GT4)

911 - 4491-4545x1808-1880mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0TT Carrera	J	34.0	4.6	190	N/A	£76412
3.0TT Carrera S	J	32.5	4.3	199	N/A	£85857
3.8 Carrera GT	K	29.7	4.4	223	47	£91098
3.0TT Carrera Cabriolet	J	33.2	4.8	195	N/A	£85253
3.0TT Carrera S Cabriolet	K	32.1	4.7	202	N/A	£94698
3.8 Carrera GT Cabriolet	L	29.1	4.6	228	50	£99602
3.0TT Carrera 4	K	36.7	4.5	201	N/A	£81398
3.0TT Carrera 4S	K	35.8	4.2	204	N/A	£90843
3.8 Carrera 4 GT	L	28.5	4.4	233	50	£95862
3.0TT Carrera 4 Cabriolet	K	35.8	4.7	206	N/A	£90240
3.0TT Carrera 4S Cabriolet	K	35.3	4.4	208	N/A	£99684
3.8 Carrera 4 GT Cabriolet	L	28.2	4.6	235	50	£104385
3.0TT Targa 4	K	35.8	4.7	206	N/A	£90240
3.0TT Targa 4S	K	35.3	4.4	208	N/A	£99684
3.8 Targa 4 GT	L	28.2	4.7	237	50	£105310
3.8 PDK Turbo	L	29.1	3.2	227	50	£120598
3.8 PDK Turbo S	L	29.1	3.1	227	50	£142120
3.8 PDK Turbo Cabriolet	L	28.5	3.3	231	50	£129223
3.8 PDK Turbo S Cabriolet	L	28.5	3.2	231	50	£150857
3.8 PDK Turbo S Exclusive GB Ed	L	29.1	3.1	227	50	£159054
3.8 PDK GT3	M	22.8	3.5	289	49	£100540
4.0 PDK GT3 RS	M	22.2	3.3	296	50	£131296

PDK: add £2238-£2947

RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153
Warranty: 4 years/100,000 miles

Twizy - 2338x1234mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

17hp Urban	A	N/A	N/A	0	10	£6895
17hp Technic	A	N/A	N/A	0	11	£7595

Battery hire: £45-£67 per month

Twingo - 3590x1640mm, EURO-NCAP★★★★★

DRIVER POWER POS: N/A

1.0 S&S (70) Expression	B	62.8	12.0	105	2	£9495
1.0 S&S (70) Play	B	62.8	12.0	105	3	£9995
1.0 S&S (70) S&S Dynamique	A	67.3	12.0	95	3	£10995
0.9T Tce (90) S&S Dynamique	A	65.7	12.0	99	8	£11695
0.9T Tce (90) S&S Dynamique S	A	65.7	10.8	99	8	£12545

Zoe - 4084x1730mm, EURO-NCAP★★★★★

DRIVER POWER POS: 5th

75hp Zoe Expression	A	N/A	13.5	0	15	£13995
75hp Zoe Dynamique Zen/Intens	A	N/A	13.5	0	16	£15195
75hp Zoe i-Expression	A	N/A	13.5	0	15	£18443
75hp Zoe i-Dynam Zen/Intens	A	N/A	13.5	0	16	£20043

Battery hire: from £25 per month (included with 'i' models)

Clio - 4062x1731mm, EURO-NCAP N/A

DRIVER POWER POS: 70th

1.2 16v (75) Expression	D	51.4	15.4	127	7	£11145
1.2 16v (75) Expression+	B	51.4	15.4	127	8	£12675
0.9T Tce (90) Expression+	B	62.8	12.2	104	9	£13675
1.5 dCi (90) Expression+	A	83.1	11.7	90	13	£14975
1.2 16v (75) Dynamique Nav	D	51.4	15.4	127	8	£13675
0.9T Tce (90) Dynamique Nav	B	62.8	12.2	104	9	£14675
1.5 dCi (90) Dynamique Nav	A	83.1	11.7	90	13	£15975
0.9T Tce (90) Dynamique S Nav	B	62.8	12.2	105	10	£15675
1.5 dCi (90) Dynamique S Nav	A	83.1	11.9	93	13	£16975
1.2 Tce (120) EDC GT Line	C	54.3	9.9	120	14	£17725
1.6T (200) EDC Renaultsport	E	47.9	6.7	133	29	£19130
1.6T (200) EDC Renaultsport Lux	E	47.9	6.7	133	29	£20280
1.6T (220) EDC Renaultsport Trophy	E	47.9	6.6	135	29	£21780

Auto: add £1300 to dCi DynamiqueNav, ECO: add £250 to 1.5 dCi and 900 Tce

Megane - 4295x1808mm, EURO-NCAP★★★★★

DRIVER POWER POS: 94th

1.6 (110) Expression+	G	40.9	10.5	159	13	£16750
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£18245
1.2 Energy Tce (115) Expression+	C	53.3	10.9	119	16	£19370
1.6 (110) Limited	G	40.9	10.5	159	13	£18250
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£19745
1.6 (110) Dynamique Nav	G	40.9	10.5	159	17	£17750
1.2 Energy Tce (115) Dynam Nav	C	53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	15	£19245
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	17	£19745
2.0 Tce GT 220	H	38.7	7.6	169	31	£23250

Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Sport Tourer: add £1000

Megane Coupe - 4299x1808-1848mm, EURO-NCAP★★★★★

DRIVER POWER POS: 94th

1.6 (110) Limited	G	40.9	10.5	159	14	£18750
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21445
1.6 (110) Dynamique Nav	G	40.9	10.5	159	15	£18250
1.2 Energy Tce (115) Dynam Nav	C	53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	20	£20945
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	20	£21445
2.0 Tce GT 220	H	38.7	7.6	169	31	£24230
2.0T Renaultsport 275 Cup-S	H	37.7	6.0	174	36	£23935
2.0T Renaultsport 275 Nav	H	37.7	6.0	174	36	£23935
2.0T Renaultsport 275 Trophy-R	H	37.7	5.8	174	39	£36430

Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Coupe Cabrio: add £3600

Scenic - 4366x1845mm, EURO-NCAP★★★★★

DRIVER POWER POS: 78th

1.2 Tce (115) XMOD Dynam Nav	E	46.3	11.7	140	18	£20555
1.5 dCi (110) XMOD Dynam Nav	B	68.9	12.5	105	19	£21395
1.6 dCi (130) XMOD Dynam Nav	C	64.2	10.3	114	24	£22495
1.2 Tce (130) XMOD Dynam Nav	F	44.1	11.4	145	20	£22405
1.2 Tce (115) S/S Dynamique Nav	E	47.9	11.7	135	19	£20555
1.2 Tce (130) S/S Dynamique Nav	E	45.6	11.4	140	20	£21055
1.5 dCi (110) S/S Dynamique Nav	B	68.9	12.5	105	19	£21395
1.6 dCi (130) S/S Dynamique Nav	C	64.2	10.3	114	24	£22495

Auto: add £1100 to 1.5 dCi (110), Limited: add £500 to 1.2 Tce, 1.5/1.6 dCi (not XMOD)

Grand Scenic - 4573x1845mm, EURO-NCAP★★★★★

DRIVER POWER POS: 78th

1.2 Tce (115) S/S Dynamique Nav	E	47.9	11.7	135	19	£21790
1.2 Tce (130) S/S Dynamique Nav	E	45.6	11.4	140	20	£22125
1.5 dCi (110) S/S Dynamique Nav	B	68.9	12.5	105	19	£22615
1.6 dCi (130) S/S Dynamique Nav	C	64.2	10.3	114	24	£23715

Auto: add £1100 to 1.5 dCi (110), Limited: add £500 to 1.2 Tce, 1.5/1.6 dCi

Captur - 4122x1778mm, EURO-NCAP★★★★★

DRIVER POWER POS: 44th

0.9T Tce (90) Expression+	C	56.5	13.0	115
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	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.0 12v (60) S 3dr	B	62.8	14.4	105	1	£8195
1.0 12v (60) S A/C 3dr	B	62.8	14.4	105	1	£8705
1.0 12v (60) Ecomotive 3dr	A	68.9	14.4	96	1	£9530
1.0 12v (60) SE 3dr	B	62.8	14.4	105	1	£9630
1.0 12v (60) I-TECH 3dr	B	62.8	14.4	105	3	£9995
1.0 12v (75) Sport 3dr	B	60.1	13.2	108	2	£10380
1.0 12v (75) by MANGO 3dr	B	60.1	13.2	108	2	£10995

Auto: add £1130 to SE, 5dr; add £350

Ibiza - 4031-4072x1693mm, EURO-NCAP★★★★

DRIVER POWER POS: 169th

1.2 12v (70) S A/C SC 3dr	D	52.3	13.9	125	5	£11410
1.2 TDI S A/C SC 3dr	B	72.4	13.9	102	7	£13305
1.2 TDI S Ecomotive SC 3dr	A	80.7	13.9	92	7	£13830
1.4 16v SE SC 3dr	E	47.9	11.8	139	9	£12545
1.4 16v Toca 3dr	E	47.9	11.8	139	11	£12870
1.4 16v 30 Years 3dr	E	47.9	11.8	139	12	£12870
1.2 TSI DSG SE SC 3dr	D	53.3	9.7	124	12	£14185
1.2 TDI SE Ecomotive SC 3dr	A	80.7	13.9	92	7	£14360
1.6 TDI SE SC 3dr	C	65.7	10.5	112	14	£14910
1.2 TSI I-TECH SC 3dr	C	55.4	9.8	119	15	£13790
1.2 TSI FR SC 3dr	C	55.4	9.8	119	12	£14190
1.4 TSI ACT FR SC 3dr	B	60.1	7.8	109	12	£15495
1.6 TDI FR SC 3dr	C	65.7	10.5	112	14	£15910
2.0 TDI FR SC 3dr	D	60.1	8.2	123	22	£17085
1.4 TSI DSG Cupra SC 3dr	E	47.9	6.9	139	27	£19880

DSG: add £895 to 1.2 TSI FR, 5dr; add £500 to SC, ST; add £1210, FR Edition; add £600 to 1.4 TSI ACT FR

Toledo - 4482x1703mm, EURO-NCAP★★★★

DRIVER POWER POS: N/A

1.2 TSI (85) S	C	55.4	11.8	119	10	£14265
1.2 TSI (105) S	C	56.5	10.4	116	13	£15295
1.2 TSI (105) I-TECH	C	56.5	10.4	116	15	£17105
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	17	£17965
1.6 TDI (105) Ecomotive S	B	72.4	10.6	104	15	£17150
1.6 TDI (105) Ecomotive I-TECH	B	72.4	10.6	104	15	£18870

SE Nav: add £1230 to S (not 1.2 TSI (85))

Leon - 4263x1784mm, EURO-NCAP★★★★

DRIVER POWER POS: 4th

1.2 TSI S 5dr	C	57.6	9.9	114	12	£16115
1.6 TDI S 5dr	A	74.3	10.7	99	13	£17815
1.2 TSI SE 5dr	C	57.6	9.9	114	13	£17235
1.4 TSI SE 5dr	C	54.3	8.2	119	17	£17835
1.6 TDI (105) SE 5dr	A	74.3	10.7	99	13	£18935
1.6 TDI (110) Ecomotive SE 5dr	A	85.6	10.7	87	14	£19925
2.0 TDI (150) SE 5dr	B	68.9	8.4	106	19	£20285
1.4 TSI ACT FR 5dr	B	54.3	8.0	109	20	£20000
1.8 TSI FR 5dr	E	47.1	7.5	139	25	£20775
2.0 TDI (150) FR 5dr	B	68.9	8.4	106	20	£21830
2.0 TDI (184) FR 5dr	C	65.7	7.5	112	26	£22820
2.0 TSI (265) Cupra SC 3dr	F	44.1	5.9	149	26	£25960
2.0 TSI (280) Cupra 5dr	F	44.1	5.8	149	26	£27510
2.0 TDI (150) X-PERIENCE SE	D	57.6	8.7	129	19	£24385
2.0 TDI (184) DSG X-PER SE Tech	E	55.4	7.1	133	23	£28870

ASG auto: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI, SC 3dr;

£300 less than 5dr, Leon ST: add £825

Alhambra - 4854x1904mm, EURO-NCAP★★★★

DRIVER POWER POS: N/A

2.0 TDI (140) Ecomotive S	F	50.0	10.9	146	18	£25630
2.0 TDI (140) I-TECH	F	50.0	10.9	146	18	£28630
2.0 TDI (177) SE Lux	G	49.0	9.5	158	21	£32420

DSG: add £1285, SE: add £1875 to S, SE Lux: add £5315 to S

SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135
Warranty: 3 years/60000 miles

Citigo - 3563x1641mm, EURO-NCAP★★★★

DRIVER POWER POS: 31st

1.0 MPI (60) S 3dr	B	62.8	14.4	105	1	£8275
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1	£9135
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1	£10670
1.0 MPI (75) SE L 3dr	A	67.3	13.2	98	2	£10465

ASG auto: add £305 to SE and SE L (75), 5dr; add £350, GreenTech: add £360 to (60) SE and Elegance

Fabia - 3992x1732mm, EURO-NCAP★★★★

DRIVER POWER POS: N/A

1.0 MPI (60) S	B	60.1	15.7	106	2	£10600
1.0 MPI (75) S	B	58.8	14.7	108	4	£11400
1.2 TSI (110) DSG S	B	60.1	9.4	109	13	£13740
1.4 TDI (90) S	A	83.1	11.1	88	12	£14080
1.0 MPI (75) SE	B	58.8	14.7	108	5	£12760
1.2 TSI (90) SE	B	60.1	10.9	107	10	£13390
1.2 TSI (110) SE	B	58.8	9.4	110	14	£14040
1.4 TDI (90) SE	A	83.1	11.1	88	12	£15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14	£16840

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L: add £850 to SE, Monte Carlo: add £1,035 to SE L, Estate: add £1000 to selected models

Rapid - 4483x1706mm, EURO-NCAP★★★★

DRIVER POWER POS: 25th

1.2 (90) S	B	60.1	11.3	107	13	£14400
1.2 (90) SE	B	60.1	11.3	107	13	£15375
1.2 TSI (110) SE	B	57.7	9.8	110	17	£16115
1.2 TSI (110) Sport	B	57.7	9.8	110	17	£16165
1.4 TSI (125) DSG SE	C	58.9	9.0	114	19	£17710
1.4 TDI (90) S	A	78.5	11.7	84	14	£16280
1.6 TDI (115) S	B	67.3	10.0	109	17	£17160
1.4 TDI (90) SE	A	78.5	11.7	94	14	£17255
1.6 TDI (115) SE	B	67.3	10.0	109	17	£18135

Rapid Spaceback: add £540, DSG: add £1160 to 1.4 TDI, SE L: add £750 to SE

Octavia - 4659x1814mm, EURO-NCAP★★★★

DRIVER POWER POS: 11th

1.2 TSI (110) S	C	57.7	10.2	114	13	£16285
1.6 TDI (110) S	A	74.3	10.6	99	13	£18300
1.2 TSI (110) SE	C	57.7	10.2	114	18	£17635
1.4 TSI (150) SE	C	55.4	8.1	118	18	£18810
1.6 TDI (110) SE	A	74.3	10.6	99	13	£19650
2.0 TDI (150) SE	B	70.6	8.4	106	19	£20535
1.4 TSI (140) SE L	C	55.4	8.1	118	19	£20510
1.6 TDI (110) SE L	A	74.3	10.6	99	14	£21350

2.0 TDI (150) SE L	B	70.6	8.4	106	20	£22235
1.8 TSI (180) Laurin & Klement	E	47.9	7.3	135	25	£26465
2.0 TDI (150) Laurin & Klement	B	70.6	8.4	106	22	£26465
1.6 TDI (110) GreenLine II	A	80.7	10.6	90	15	£20225
2.0 TDI (184) vRS	C	64.2	8.1	115	26	£24075
2.0 TSI (220) vRS	F	45.6	6.8	142	29	£23830
2.0 TDI (150) 4x4 Scout	D	58.9	9.1	125	19	£25405
2.0 TDI (184) DSG 4x4 Scout	D	56.5	7.8	129	22	£28200

DSG: add £1250 (£1390 to vRS), Estate: add £1500 to 2.0 TDI, SE Business: same price as SE (1.6 TDI & 2.0 TDI engines only)

Superb - 4856-4861x1864mm, EURO-NCAP★★★★

DRIVER POWER POS: N/A

1.4 TSI (125) S	D	52.3	9.9	125	14	£18640
1.6 TDI (120) S	B	68.9	10.9	108	12	£20040
1.4 TSI (150) SE	C	57.7	8.6	115	18	£21190
1.6 TDI (120) SE	B	68.9	10.9	108	13	£21590
2.0 TDI (150) SE	B	68.9	8.9	108	18	£22090
1.4 TSI (150) SE L Executive	C	57.7	8.6	116	19	£24220
2.0 TDI (220) DSG SE L Executive	F	45.6	7.0	143	24	£27020
2.0 TDI (280) 4x4 DSG SE L Exec	C	N/A	5.8	165	27	£31020
2.0 TDI (150) SE L Executive	B	68.9	8.9	109	19	£25120
2.0 TDI (190) SE L Executive	B	68.9	8.0	107	24	£27320

DSG: add £1400, Estate: add £1200, 4x4: add £1500 to 2.0 TDI

(150) (not SE Business), 2.0 TDI (190) DSG, SE Business: same price as SE

(diesels, Laurin & Klement: add £3620 to SE L Exec (not 1.4 TSI))

Yeti - 4223x1793mm, EURO-NCAP★★★★

DRIVER POWER POS: 2nd

1.2 TSI (110) S	D	51.4	10.9	128	15	£17000
1.2 TSI (110) SE	D	51.4	10.9	128	15	£18550
2.0 TDI (110) S	C	62.8	11.6	118	14	£18300
2.0 TDI (110) SE	C	62.8	11.6	118	14	£19850
2.0 TDI (110) SE	C	55.4	9.1	134	21	£24375
1.4 TSI (150) Outdoor L&K 4x4	F	44.8	8.7	147	21	£24960
2.0 TDI (150) Outdoor SE 4x4	E	55.4	9.1	134	20	£22690
2.0 TDI (150) Outdoor L&K 4x4	E	55.4	9.1	134	21	£26180

DSG: add £1100 to 1.2 TSI, 2.0 TDI (150) 4x4, Yeti Outdoor: same price as standard car, SE L: add £1830 to SE, SE Business: same price as SE (2.0 TDI (150) Outdoor only), 4x4: add £1730 to 2.0 TDI (110) Outdoor S and Outdoor SE

SMART

www.thsmart.co.uk / Brochure: 0808 000 8080 / Dealers: 48

Warranty: 3 years/unlimited miles

fortwo - 2695x1663mm, EURO-NCAP★★★★

DRIVER POWER POS: N/A

1.0 (71) passion	A	68.9	14.4	93	3	£11125
1.0 (71) prime	A	68.9	14.4	93	3	£11820
1.0 (71) edition #1	A	68.9	14.4	93	3	£13235
0.9T (90) passion	A	67.3	10.4	97	8	£11720
0.9T (90) prime	A	67.3	10.4	97	8	£12415
0.9T (90) edition #1	A	67.3	10.4	97	9	£13820

proxy: same price as prime

forfour - 3495x1665mm, EURO-NCAP★★★★

DRIVER POWER POS: N/A

1.0 (71) passion	A	67.3	15.9	97	2	£11620
1.0 (71) prime	A	67.3	15.9	97	2	£12315
1.0 (71) edition #1	A	67.3	15.9	97	3	£13720

proxy: same price as prime

SSANGYONG

www.ssangyonggb.co.uk / Brochure: 0845 456 4056 / Dealers: 68

Warranty: 5 years/unlimited miles

Turismo - 5130x1915mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 S	J	37.2	14.2	199	27	£17995
2.0 ES	J	37.2	14.2	199	27	£19995
2.0 EX auto 4WD	K	34.9	14.2	212	29	£23995

Auto: add £1500 to ES

Tivoli - 4195x1795mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6 SE	F	44.1	12.0	149	14	£12950
1.6D SE	C	65.7	12.0	113	N/A	£14200
1.6 EX	F	44.1	12.0	149	14	£14600
1.6D EX	C	65.7	12.0	113	N/A	£15850
1.6D auto ELX 4WD	D	47.9	N/A	123	N/A	£19500

Auto: add £1000 to EX and ELX: add £1400 to EX, 4WD: add £1250 to EX and ELX diesel manual

Start/Stop: add £295 to 1.2 VVT, 1.4 VVT (100), Glam: add £1395, Slam: add £1895, Adam Rocks Air: add £1000 to Adam Rocks

Corsa - 4021x1736-1746mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

1.2i (70) Life 3dr	D	52.3	16.0	126	2	£10900
1.4i (90) Life 3dr	D	54.3	13.2	121	6	£11245
1.3 CDTi (75) S/e ecoFLEX Life 3dr	A	74.3	14.8	100	6	£13150
1.2i (70) Sting 3dr	D	53.3	16.0	124	2	£8995
1.4i (90) ecoFLEX Sting 3dr	C	55.4	13.2	119	6	£9340
1.0T (115) S/e ecoFLEX Sting 3dr	C	55.4	13.2	114	11	£10825
1.0T (115) S/e ecoFLEX Sting R 3dr	C	57.6	10.3	114	11	£10995
1.2i (70) Excite 3dr	D	53.3	16.0	124	3	£11965
1.4i (90) ecoFLEX Excite 3dr	C	55.4	13.2	119	6	£12310
1.0T (115) S/e ecoFLEX Excite 3dr	D	57.6	10.3	114	12	£14095
1.2i (70) Limited Edition 3dr	D	52.3	16.0	126	3	£13805
1.4i (90) Limited Edition 3dr	D	54.3	13.2	121	7	£14150
1.0T (115) S/e ecoFLEX Ltd Ed 3dr	C	57.6	10.3	115	13	£15635
1.2i (70) Design 3dr	D	52.3	16.0	126	3	£10900
1.4i (90) Design 3dr	D	54.3	13.2	121	6	£11245
1.0T (90) S/e ecoFLEX Design 3dr	B	57.6	11.9	102	9	£12730
1.3 CDTi (75) S/e e/FLX Design 3dr	A	74.3	14.8	100	6	£13150
1.3 CDTi (95) S/e e/FLX Design 3dr	A	85.6	11.9	87	9	£13650
1.2i (70) SRI 3dr	D	53.3	16.0	124	3	£11595
1.4i (90) SRI 3dr	D	55.4	13.2	119	6	£11940
1.0T (90) S/e ecoFLEX SRI 3dr	A	57.6	11.9	100	9	£13425
1.4T (100) S/e ecoFLEX SRI 3dr	C	55.4	11.0	119	10	£12595
1.3 CDTi (75) S/e e/FLX SRI 3dr	A	76.3	14.8	99	6	£13845
1.3 CDTi (95) S/e e/FLX SRI 3dr	A	88.3	11.9	85	9	£14345
1.2i (70) SE 3dr	D	53.3	16.0	124	3	£12240
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	6	£12585
1.0T (90) S/e ecoFLEX SE 3dr	A	57.6	11.9	100	9	£14070
1.4T (100) S/e ecoFLEX SE 3dr	C	55.4	11.0	119	10	£13240
1.3 CDTi (75) S/e e/FLX SE 3dr	A	76.3	14.8	99	7	£14490
1.3 CDTi (95) S/e e/FLX SE 3dr	A	88.3	11.9	85	9	£14995
1.6T (205) VXR 3dr	A	37.7	6.5	174	30	£18505

Auto: add £655 to 1.4i (90) (not Life, Sting, Limited Edition), 5dr: add £600 (not Sting R), SRI VX-Line: add £1035 to SRI

Astra (NEW) - 4370x1809mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.4i (100) Design	D	53.3	11.6	124	9	£15295
1.0T (105) ecoFLEX Design	A	65.7	10.5	99	12	£15995
1.4T (125) Design	D	52.3	8.6	124	16	£16045
1.4T (150) auto Design	D	52.3	8.5	125	18	£17695
1.6 CDTi (110) Design	A	78.5	10.3	95	15	£16995
1.6 CDTi (136) Design	A	76.3	9.0	99	19	£18180
1.4i (100) Energy	D	53.3	11.6	124	10	£17295
1.0T (105) ecoFLEX Energy	A	65.7	10.5	99	13	£17995
1.4T (125) Energy	D	52.3	8.6	124	16	£18045
1.6 CDTi (110) Energy	A	78.5	10.3	95	16	£18995
1.4i (100) SRI	D	52.3	11.6	127	7	£17895
1.0T (105) ecoFLEX SRI	B	64.2	10.5	102	11	£18895
1.4T (150) SRI	D	51.4	7.8	127	18	£18995
1.6T (200) SRI	F	45.6	7.3	146	20	£20435
1.4 CDTi (110) SRI	A	76.3	10.3	97	14	£19595
1.6 CDTi (136) SRI	B	72.4	9.0	103	16	£20780
1.6 BiCDTi (160) SRI	B	69.3	8.0	108	19	£21395

Auto: add £400 to 1.0T, £1400 to 1.4T (150), £1320 to 1.6 CDTi (136), ecoFLEX: add £500 to 1.6 CDTi (110), Tech Line: add £700 to Design, Elite: add £720 to SRI (not 1.4i (100))

Insignia - 4842x1855mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: 165th

1.8 VVT (140) Design 5dr	G	40.4	11.5	164	14	£16479
1.4T (140) S/e Design 5dr	D	54.3	10.9	123	15	£17394
2.0 CDTi (120) S/e Design 5dr	A	76.3	11.9	99	15	£18944
2.0 CDTi (130) Design	C	62.8	11.1	119	16	£18104
2.0 CDTi (140) ecoFLEX Design 5dr	A	76.3	10.5	99	18	£19194
2.0 CDTi (163) ecoFLEX Design	C	65.7	9.5	120	14	£19554
1.8 VVT (140) SRI 5dr	G	40.4	11.5	164	14	£18279
1.4T (140) S/e SRI 5dr	A	54.3	10.9	123	15	£19194
2.0 CDTi (120) S/e SRI 5dr	A	76.3	11.9	99	15	£20744
2.0 CDTi (130) SRI 5dr	C	62.8	11.1	119	16	£19904
2.0 CDTi (140) ecoFLEX SRI 5dr	A	76.3	10.5	99	19	£20994
2.0 CDTi (163) ecoFLEX SRI	C	65.7	9.5	114	20	£21354
2.0 BiCDTi (195) S/e SRI 5dr	D	60.1	8.7	125	24	£24814
2.0T (250) S/e SRI VX-Line 5dr	H	39.2	7.5	169	26	£22449
1.4T (140) S/e Elite 5dr	J	60.1	8.7	186	15	£21574
1.6T (170) S/e Elite 5dr	E	47.9	9.2	139	20	£22964
2.0T (250) S/e Elite 5dr	H	39.2	7.5	169	26	£23609
2.0 CDTi (120) S/e Elite 5dr	A	76.3	11.9	99	16	£23124
2.0 CDTi (140) ecoFLEX Elite 5dr	A	76.3	10.5	99	19	£23374
2.0 CDTi (163) ecoFLEX Elite	C	65.7	9.5	114	20	£23734
2.0 BiTurbo (195) S/e aut Elite 5dr	D	60.1	8.7	125	24	£27379
2.8 V6T VXR SuperSport 5dr	L	27.0	5.6	249	37	£29769

Auto: add £1640 to 2.0 CDTi (130), £1660 to 2.0 CDTi (163), £2010 to 2.0T, Saloon: same price as 5dr (selected models), Sports Tourer: add £1430, Energy: add £2800 to Design, Limited Edition: add £1100 to Energy, SRI VX-Line: add £1220 to SRI, SE: same price as SRI, Tech Line: add £850 to SRI

Meriva - 4288x1812mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: 186th

1.4 VVT (100) Expression	E	46.3	13.9	140	8	£12625
1.4 VVT (100) S	E	46.3	13.9	140	8	£16420
1.4T VVT (120) S	E	47.9	11.5	139	11	£17155
1.3 CDTi (75) S	E	57.6	16.9	129	6	£17910
1.3 CDTi (95) ecoFLEX S	C	62.8	13.8	119	7	£19000
1.7 CDTi (110) auto S	G	46.3	12.9	160	12	£20340
1.6 CDTi (136) S	C	64.2	9.9	116	16	£19340
1.4 VVT (100) Tech Line (a/c)	E	46.3	13.9	140	7	£13995
1.3 CDTi (75) Tech Line (a/c)	E	57.6	16.9	129	5	£15610
1.4 VVT (100) SE (a/c)	E	46.3	13.9	140	8	£18445
1.4T VVT (120) SE (a/c)	E	47.9	11.5	139	14	£19175
1.4T VVT (140) SE (a/c)	G	44.2	10.3	151	14	£20005
1.7 CDTi (110) auto SE (a/c)	G	46.3	12.9	160	12	£22360
1.6 CDTi (136) SE (a/c)	C	64.2	9.9	116	16	£121370

Auto: add £1420 to 1.4T (120) Exclusiv, SE, Exclusiv: add £670 to S

Zafira Tourer - 4658x1884mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: 79th

1.4T (140) S/e Exclusiv	F	45.0	9.9	148	14	£22680
1.4T (140) S/e SE	F	45.0	9.9	148	15	£24020
1.8 VVT (140) ES	H	39.0	10.9	169	14	£21375
1.4T VVT (140) Exclusiv	H	39.0	10.9	169	14	£23375
1.6 CDTi (136) Exclusiv	C	62.8	11.5	139	11	£25445
2.0 CDTi (110) ES	E	54.0	11.5	137	11	£22630
2.0 CDTi (130) ecoFLEX S/e ES	C	63.0	10.6	119	15	£23300
2.0 CDTi (130) e/FLX S/e Exclusiv	C	63.0	10.6	119	15	£24300
2.0 CDTi (165) S/e Exclusiv	E	54.0	9.1	137	19	£24695
2.0 CDTi (130) ecoFLEX S/e SE	C	63.0	10.6	119	15	£25475
2.0 CDTi (165) S/e SE	E	54.0	9.1	137	19	£26090
2.0 CDTi (195) S/e BiTurbo SE	E	50.4	8.5	149	21	£27740

Auto: add £1405 to 1.4T, £1285 to 2.0 CDTi (165), SRI: £45 less than SE, Tech Line: £2225 less than Exclusiv, Elite: add £1500 to SE

Mokka - 4280x1777mm, EURO-NCAP N/A
DRIVER POWER POS: 88th

www.autoexpress.co.uk

1.6 16v (115) S/e Exclusiv	G	43.5	12.2	153	6	£18064
1.4T (140) S/e Exclusiv	E	47.1	9.6	139	12	£18724
1.7 CDTi (130) S/e Exclusiv	D	60.1	9.6	124	13	£19749

Auto: add £930 to 1.4T, £1010 to 1.7 CDTi, 4x4: add £1700, Tech Line: £2000 less than Exclusiv, SE: add £2500 to Exclusiv

Antara - 4596x1859mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.2 CDTi (163) Exclusiv AWD	H	43.0	9.9	175	25	£23450
2.2 CDTi (163) Exclusiv AWD	H	45.0	9.9	167	25	£21030
2.2 CDTi (163) SE Nav AWD	H	43.0	9.9	175	28	£26325
2.2 CDTi (184) SE Nav AWD	H	43.0	9.6	175	28	£27385
2.4 (167) Exclusiv FWD	K	32.0	10.5	206	20	£19800

Auto: add £1185, Diamond: add £800 to Exclusiv diesels

GTC - 4466x1840mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: 172nd

1.4T (120) S/S Sport	E	48.0	10.9	139	13	£18995
1.4T (140) S/S Sport	E	48.0	9.9	139	16	£19885
1.6T (200) Sport	H	39.0	8.3	154	25	£21250
1.7 CDTi (110) S/S Sport	C	63.0	11.9	119	13	£20850
1.7 CDTi (130) S/S Sport	C	63.0	10.8	119	13	£21450
2.0 CDTi (163) S/S Sport	D	59.0	9.9	127	20	£21955
2.0 CDTi (195) S/S BiTurbo	D	53.3	7.8	129	27	£24175
2.0T (280) VXR	J	34.9	5.9	189	35	£27270

SRI: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models

Cascada - 4696x1839mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.4T (140) S/e SE	F	44.8	10.2	148	20	£23995
1.6T (170) auto SE	H	39.2	9.2	168	24	£27095
2.0 CDTi (165) S/e SE	E	54.3	9.6	138	23	£26080
2.0 CDTi (165) auto SE	E	45.6	9.6	163	23	£27600
2.0 CDTi BiTurbo (195) S/e Elite	E	54.3	8.9	139	27	£29665

Auto: add Elite spec: add £2100 to SE

VXR8 - 4941x1781mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.2 V8 GTS	M	18.5	4.2	363	50	£54509
6.2 V8 GTS auto	M	18.0	4.2	373	50	£56234

VOLKSWAGEN

www.volkswagen.co.uk / Brochure: 0800 333 666 / Dealers: 223
Warranty: 3 years/60000 miles

up! - 3540x1641mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: 56th

1.0 (60) Take up! 3dr	B	63.0	14.4	105	1	£8870
1.0 (60) Move up! 3dr	B	63.0	14.4	105	1	£9925
1.0 (75) High up! 3dr	B	60.0	13.2	108	2	£11500
1.0 (75) Club/Street up! 3dr	B	60.0	13.2	108	5	£12110
BEV (82) e-up! 5dr	A	N/A	12.4	0	10	£19270

Auto: add £595 to Move up and High up!, 5dr: add £375 to 3dr, BMT: add £360 to Move and High up!

Polo - 3970-3972x1682mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: 167th

1.0 (60) S 3dr	B	60.1	15.5	106	7	£11250
1.0 (60) S A/C 3dr	B	60.1	15.5	106	8	£11970
1.0 (60) SE 3dr	B	60.1	15.5	106	8	£12585
1.0 (75) SE 3dr	B	58.9	14.3	108	10	£13110
1.2 TSI (90) SE 3dr	B	60.1	10.8	107	15	£13730
1.4 TDI (75) SE 3dr	A	83.1	12.9	88	13	£14795
1.2 TSI (110) SEL 3dr	B	58.9	9.3	110	19	£15620
1.0 TSI (95) BlueMotion 3dr	A	58.9	10.5	94	16	£14730
1.4 TDI (75) BlueMotion 3dr	A	91.1	12.9	82	15	£15795
1.4 TDI (90) SEL 3dr	A	83.1	10.9	88	16	£16770
1.4 TSI ACT (150) Blue GT 3dr	B	58.9	7.8	110	24	£17860
1.8 TSI (192) GTI 3dr	E	47.1	6.7	139	29	£18850

DSG: add £1415 to 1.2 TSI SE, £1375 to 1.2 TSI SEL, BlueGT, 5dr: add £630, SE Design: add £1100 to SE

Beetle - 4278x1808mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.2 TSI	E	47.9	10.9	137	10	£15835
1.6 TDI BMT	C	65.7	11.5	113	11	£17660
1.2 TSI Design	E	47.9	10.9	137	11	£18230
1.4 TSI Design	G	42.8	8.3	153	18	£20265
1.6 TDI BMT Design	C	65.7	11.5	113	12	£20035
2.0 TSI Design	D	57.6	9.4	129	17	£20735
2.0 TDI Sport	H	38.2	7.3	169	26	£23115
2.0 TSI Turbo Black/Silver	H	38.2	7.3	169	26	£24015

D5G: add £1460 to 1.2 TSI, 1.6 TDI, £1600 to 2.0 TDI, £1510 to 2.0 TSI (not base model), Sport: add £1820 to Design (not 1.2 TSI, 1.6 TDI), Beetle Cabrio: add £2525-£3075 to hatch



Crunch time for Red Bull future

■ **Ferrari engine deal founders**
■ **Horner considers all options**



Stephen Errity

Stephen_Errity@dennis.co.uk

AE RED Bull and sister team Toro Rosso faced a race against time to secure engines for the 2016 Formula One season at last weekend's Russian Grand Prix.

With Red Bull having already terminated its contract with Renault, the team hoped to secure a deal with Ferrari for next year – but discussions foundered on whether the engines would be to the same specification as those used by the works team. Now Ferrari says that it's too late to supply even 2015-spec engines to the squad.

Red Bull owner Dietrich Mateschitz had previously threatened to quit F1 entirely if he could not secure competitive engines for his cars. Mercedes and Honda have both ruled out supplying their rival, while Renault looks set to focus on its takeover of Lotus.

Red Bull boss Christian Horner is thought to be considering every option, including trying to tempt Renault to backtrack and even keeping the team going himself – similar to Ross Brawn's successful takeover of Honda after the Japanese brand pulled out at the end of the 2008 season.

Earlier rumours that Volkswagen was poised to buy out Red Bull and enter F1 under the Audi brand appear to have been scuppered by the diesel emissions scandal that has engulfed the group (see below).

F1 boss Bernie Ecclestone has been known to intervene to stop teams pulling

Red Bull has gone from winning world titles to contemplating F1 exit



out in the past, but said last week that the Red Bull situation was out of his hands.

"I can't make [Ferrari] do something," he said. "I don't have engines. Nobody has done anything wrong. They're following the regulations. It's as simple as that."

Former Red Bull driver Sebastian Vettel expressed his shock that the team he won four titles with could quit the sport, saying: "I have strong links to Red Bull and I know



■ **TIME UP?** Possible engine supplier Ferrari says it's too late to organise 2016 deal, leaving Red Bull with few options

the team like the back of my hand. This is why I struggle to imagine them pulling out. I really hope they'll stay in."

But Mercedes team boss Toto Wolff reckons F1 could survive without the Austrian drinks giant. "I think that it's important to keep all teams, but we've seen teams coming and going," he said.

"A couple of years ago, we had Toyota, Honda and BMW leaving the sport in the space of a few months and F1 survived."

"Red Bull owner Dietrich Mateschitz has vowed he'll quit F1 entirely if the team cannot secure competitive engines"

VW motorsport plans under threat

THE VW Group's motorsport programmes around the world could be threatened in the wake of the emissions cheating scandal that's hit the company in recent weeks.

Newly appointed CEO Matthias Müller said last week that the company would be delaying or cancelling all non-essential projects as it tries to save cash to pay expected fines and compensation.

"We'll review all planned investments, and what isn't absolutely vital will be canceled or delayed," Müller told workers.

Programmes possibly affected include the Audi and Porsche World Endurance Championship efforts, Volkswagen's World Rally Championship assault and the Audi team in the DTM German touring car series – which has its season finale this weekend.

UNDER REVIEW

New VW CEO says that all non-essential projects will be delayed or cancelled – which could affect WRC (right), WEC and DTM



All-British ELMS title showdown



BRITISH teams Jota Sport and Greaves battle for the European Le Mans Series title at Estoril, Portugal this weekend.

One point separates the squads, both of which have Brit driving talent: Simon Dolan and Harry Tincknell team up with local Filipe Albuquerque at Jota (above), while Jon Lancaster drives for Greaves.

The race will be broadcast live in full on Motors TV from 12:30pm on Sunday.

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AE HAD I not personally witnessed it earlier this month, I wouldn't have believed that 'American' Jeeps could be built on the same production line as Fiats in a picturesque but remote part of Italy.

FCA (Fiat Chrysler Automobiles) can take the credit for shifting Jeep production – or at least some of it – from North America to a part of southern Europe where jobs are in short supply. Some reports suggest that around six out of 10 working age folk in the Italian deep south are unemployed and, sadly, have little choice but to leave the region to seek work elsewhere.

But just as Vauxhall and Nissan rescued the industrial north-west and north-east of England with their plants at Ellesmere Port and Sunderland, FCA is now the saviour of central southern Italy – where its Melfi factory proudly and productively sits. Honestly, I've been to countless 'cutting-edge' car plants in Europe, Asia and The Americas. But few – if any – have left me with a warmer, more optimistic glow.

The Jeep Renegade/Fiat 500X/Fiat Punto factory a couple of hours from Naples brings hope. More importantly, it provides thousands of quality, highly paid jobs that allow young, well educated, ambitious people from the region to remain close to home. Fewer have to pack their bags, turn their backs on their heritage and their loved ones, then seek employment in other parts of Italy or overseas.

It's no exaggeration to say that companies such as Vauxhall in Ellesmere Port, Nissan in Sunderland and now Fiat Chrysler in Melfi are giving tens of thousands of directly or indirectly employed workers – plus hundreds of thousands of family members – decent incomes and comparatively bright futures. Where would these places be today were it not for the global motor manufacturing companies and their billions? On their knees, I suspect. Just as Middlesbrough – a metal producing, rather than a car making town – is at present following this month's cruel and heartbreaking decision to close the local Redcar steelworks.

Yes, it's true that vehicle manufacturers aren't exactly the flavour of the month. And no, they're not perfect. But as the good folk of Melfi, Ellesmere Port and Sunderland will confirm, they'd be lost – and skint – without them. Which is why we need more car plants, bringing more hope and prosperity to more corners of the world.



Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

W Where would the north-west and north-east of England be were it not for global motor manufacturers?

Do you agree with Mike?

Have your say at facebook.com/autoexpress @The_Rutherford

**next
issue**

**Tokyo
Motor Show**

PREVIEW

We take a look at the cars set to dominate the headlines at most hi-tech show of 2015



TESTED



New Jazz vs rivals

Does practical new Honda have what it takes to beat Skoda Fabia and Nissan Note?

DRIVEN



Supercar double

We get behind the wheel of sensational new McLaren 570S and Ferrari 488 Spider

News **Product tests**
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THE SEVEN KINGDOMS RECONCILED

INSIDE THE SEVEN SEATS OF THE AUDI Q7



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Official fuel consumption figures for the Q7 range in mpg (l/100km) from: Urban 42.2 (6.7) – 44.8 (6.3),
Standard EU test figures for comparative purposes and may not reflect real driving results. Range of figures stated reflect optional downgrade from the standard 19" alloy wheel to 18" wheel.



SEAT



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Available on Solutions Personal Contract Plan. 18s and over. Subject to availability. Finance subject to status. Terms and conditions apply. Excess mileage charges of up to 7.2p per mile apply. Offer available when ordered by 31st December 2015 from participating Dealers. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Accurate at time of publication [10/2015]. Freeport SEAT Finance. Model shown is a SEAT Leon 5DR SE 1.2TSI 110PS.

Official fuel consumption for the SEAT Leon in mpg (litres per 100km); urban 32.1 (8.8) – 72.4 (3.9); extra-urban 51.4 (5.5) – 88.3 (3.2); combined 42.2 (6.7) – 83.1 (3.4). CO₂ emissions 156 – 89 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

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